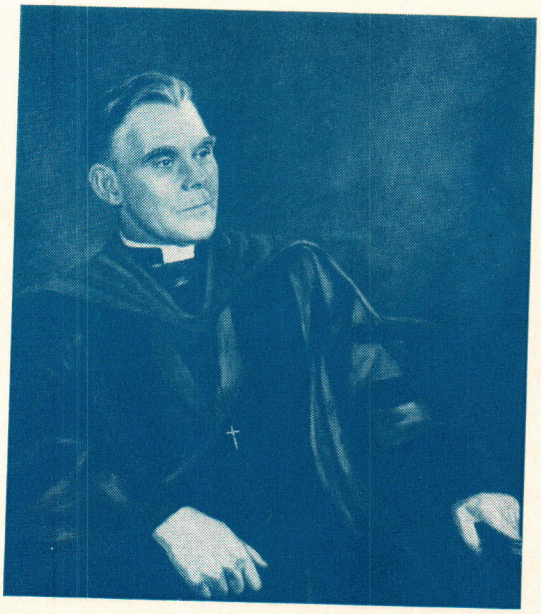
The International Teamster

DECEMBER 1949



Santa Claus... First Teamster

A White Christmas



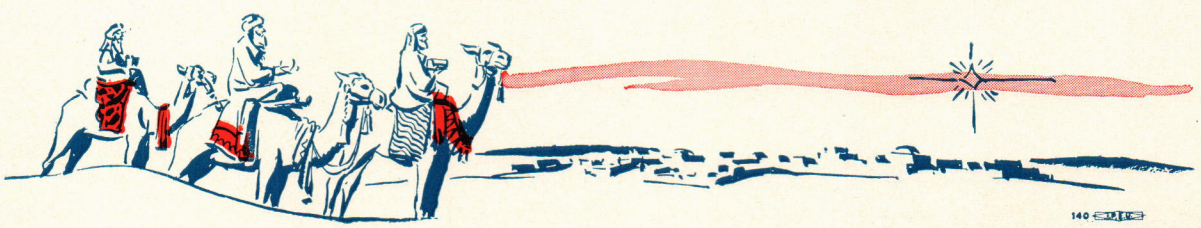
DR. FREDERICK BROWN HARRIS,
Chaplain, United States Senate

Dr. Frederick Brown Harris, distinguished chaplain of the United States Senate, has served as pastor of the Foundry Methodist Church in the nation's capital for a quarter of a century. He has contributed writings to several anthologies of verse and his weekly editorial, "Spires of the Spirit," in a Washington newspaper is a widely-read inspirational feature.

HOW the jaded heart of a weary world welcomes the birthday of the Babe whose coming broke the ages in two. All the ingenuities of art are commandeered to see to it that lovely etchings and greetings set us dreaming of the white Christmas we used to know. But Christmas is not simply retrospect. It is also prospect. There are sinister forces in the earth which dream not of a coming whiteness, but whose stock in trade is to attribute to others who plan good will the black motives which the accusers themselves harbor. They see even the Good Samaritan as a scheming gangster.

But such a day as this is no time for panic and despair. There are irresistible tides of good will in the world which are sure to win. The very stars in their courses fight for those who go on dreaming of a White Christmas.

Dreamers have ever been pioneers of a divine discontent, and they own the future. Dreamers have caught the vision of a better day, of a juster order, of a cleaner, kindlier world. Conscious of the betrayals of democracy and the denials of human brotherhood which are part and parcel of the present social order, including our own, moved with compassion by the blackness of the misery which has settled over so many nations, our America is dreaming of a White Christmas for all mankind, and of the peace on earth which can come only to and through men of good will.



The International Teamster

DANIEL J. TOBIN • *Editor*
THOMAS E. FLYNN • *Assistant Editor*

Vol. 46 **DECEMBER, 1949** **No. 12**

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Year of Progress

As we bid farewell to 1949, labor extends the old gent a kind hand. Despite many hardships and legislative shackles, the year was good to us in many ways.

Our great International has made historic progress in the field of organizing, laying the framework for a membership program destined to be the greatest in the labor movement.

Although bargaining under the menacing shadow of anti-labor laws, our Union has scored important and gratifying gains for its membership.

We have seen the seeds planted for a great new world federation of democratic trade unions, which, when nurtured properly, will grow into an immovable bulwark against the evil forces of Communism.

It has been a year of progress, and it has been progress achieved through the loyalty and courage of union members such as those comprising our International.

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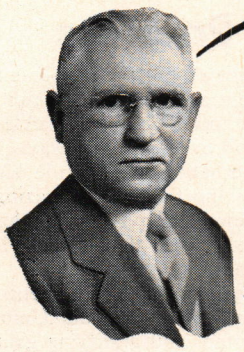
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Timely Remarks

by DANIEL J. TOBIN

The AFL Convention

There have been some newspapers that have said that the convention of the American Federation of Labor was rather a dull affair. Some of those news writers are new men and some of them have been coming to the conventions for many years. The job of the newspaper writer is to write something that they consider news. Their papers send them to the convention, their expenses are paid and they really and truly have a difficult job to perform for their employers unless there is something exciting going on.

In the old days of the conventions there would be an enormous number of very bitter long drawn-out arguments, delegates swearing at each other and threatening each other in the discussions that used to arise over jurisdictional misunderstandings and disputes among affiliated unions.

I well remember the battle that went on for years between the Plumbers and Steam-Fitters. It was one of the worst in the history of the Federation. The convention used to take up almost two days trying to reach some understanding between those two organizations. Well, eventually those organizations were merged or amalgamated and now the head of the Plumbers and Pipe Fitting Trades is a steam fitter by trade and a very high class gentleman, Martin P. Durkin.

Serious Jurisdictional Dispute

Then there was the Carpenters and Sheet Metal Workers fighting over jurisdiction and I don't remember any more serious time in any convention than the discussion of that very serious problem in the San Francisco Convention in 1915. It looked for a while as if bloodshed might take place. It was no Sunday School meeting to be then present as a delegate and to be held between two friends and when the roll was called being compelled to choose one of the parties to the dispute because in doing so you were endeavoring to represent the membership of the Teamsters Union.

Then we had for a number of years the Teamsters and Brewery Workers dispute. That went on for thirty years but during the years of prohibition it rather laid dormant because there was nothing to argue about. The question then was who should have jurisdiction over drivers and helpers on brewery trucks, which were then all horse drawn. The convention as far back as 1906 decided in favor of the Teamsters and suspended the Brewery Workers' charter for failing to comply with the decision of the Federation in the Teamsters' case. It returned the charter to the Brewery Workers in November, 1907, on condition that the Brewery Workers would comply with the decisions of the Federation regarding the jurisdiction of the drivers and helpers.

Union Defied Federation

The Brewery Workers again broke their promise or their agreement and the case dragged on for years until eventually the Brewery Workers, their old officers having passed away, came back into the limelight after the Roosevelt Administration in 1934 abolished the Eighteenth Amendment of the Constitution of the United States.

Then the Brewery Workers failed to remember that they were still a part of the Federation and should comply with its decisions on jurisdiction pertaining to the Teamsters.

Again, with a set of new officers led by Joseph Oberfelt, now deceased, they went on their merry way and defied the Federation, eventually getting an injunction against the Executive Council of the Federation, and because of such action they were thrown out of the Federation, and today they are almost an outcast union, even disreputable to some of their supposed associates in the CIO.

We are now working with the fourth set of International Officers in the Brewery Workers, all of whom defied the laws and the decisions of the majority of the membership of the highest court of labor then in the land, the American Federation of Labor, because up to 1935 there was no CIO.

Well, at the last convention of the A. F. L. there was no wrangling, no horrible name-calling, no threats of physical enforcement of opinions, nor has there been any in recent years, because the men of labor of today believe in sitting down around the table and endeavoring to adjust their own jurisdictional misunderstandings. They act like men of

common sense, intelligent and well-trained diplomatic labor representatives. Oh, don't make the mistake of thinking that there are no jurisdictional disputes. Of course there are and there always will be.

Praise for Men of Labor

The revolution in industry changing everything from the old law to the new form creates each year some new problems that are difficult to adjust by the men of labor of today, and I know them all and know very well that the rank and file of their membership elect them to office for their brains, for their wise thinking and for the strategy and ability they display in dealing with employers and with legislative bodies and with the judiciary of the nation.

Certainly the men of labor deserve praise and the confidence and the appreciation of the rank and file of the membership for the manner in which they have helped to hold the ship of trade unionism above the rough waters of hatred and prejudice which have been forced on them in recent years.

The old-time bully who sat in a conference and wanted to lick everybody is to my mind one of the most objectionable creatures that we had in the early days of trade unionism, but there was some excuse for him because such a man was cursed and starved and hated by the enemies of labor.

The men of labor of today are trained in a different kind of college, a college where they know and believe that we must win our fights with our brains, with our strategy, with our diplomacy, and not with the loud mouths or strong-armed bullying which prevailed 30 or 40 years ago. I won't hire a man as an organizer unless he is able to conduct himself and behave himself in a conference, no matter with whom that conference is held.

There is nothing more disgusting to me in my years of service than to find men of labor fighting and wrangling and disagreeing and bitterly hating each other as they used to in the years past on some jurisdictional disputes when everybody knows there are members enough for us all.

The one thing we should concentrate on (that is in the CIO especially) is the inroad and dangerous working of the so-called trade unionists, members of the CIO organizations who are allied directly or indirectly with the Communist movement of Russia, which movement and government hate us and would, in my personal judgment, destroy us if they could.

I have to laugh at the government accepting an affidavit from non-Communists in the CIO who just simply swear that they are not Communists and in this way they comply with the law. Everyone knows that a Communist has no belief in God, that he has

Papa Has No Time for You Now



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no fear of a false oath and that to him it is simply child's play to make any kind of an oath because an oath is based on a belief in God. A Communist believes only in Stalin or his associates and they are the gods of the Communist membership not only in Russia but of the few here who are hiding under cover in our country. These few include some who are undoubtedly within some of the unions on our American continent, which means the United States, Canada and Mexico and other countries. Instead of wrangling and calling each other names because of jurisdiction, we should concentrate our strength on the Communists who are creeping like worms into your union.

Able Leadership Necessary

Yes, the days of the loud mouths and the bullies and the so-called great "I ams" are things of the past and today the men of labor are thoroughly advanced and thoroughly competent of defending themselves intelligently before any tribunal. The organized toilers of the nation not only owe those men a great deal for their untiring labors and for the services they have rendered—they should insist that those who may succeed the present leadership should be men of intelligence, courage, understanding, diplomacy and strategy and free from threatening, bulldozing, loud mouth tactics and language.

There is no man so big in the labor movement that he should not, if he wants to fill his office properly, meet with those with whom he disagrees. The disagreements may be honest, sincere on both sides, but surely if the men of labor learn enough to wrench from the cold employers justice or a semblance of justice, they ought to have brains, strategy and diplomacy enough to reach understandings. This is what they are paid for and those that fail to do this and believe they are above doing this, don't belong in the labor movement of today.

No Room for Trouble Makers

Those who call themselves labor representatives and rush into the courts against another organization or who use the papers for calling each other names and make untrue, unfounded or even slightly untruthful statements to the press, to the joy of the employers, don't belong in the labor movement.

The Teamsters in my time have had very many serious jurisdictional disputes and misunderstandings with many labor organizations but we reached agreements with nearly all of them and in the few which are now pending I honestly believe eventually we will reach working understandings.

We have signed up mutual agreements drawing lines of demarkation with the Engineers, with the Laborers and with innumerable others and we did that without running out in the street and hollering to our enemies and to the press bitter, unjust, untrue, false accusations against those with whom we were in disagreement.

Days of Rabble-Rousing Passed

Rabble-rousing is a thing of the past. The man who today believes himself a leader may be forgotten a year or two from now as the men are forgotten against whom I argued for many, many years, the leaders in the Brewery Workers Union. Other men in other days take up the reins and hold the banner aloft, the banner of freedom and justice based on trade unionism—the banner which we have helped to raise when it was trampled in the ground and which we are now attempting, and I believe successfully, to keep floating in the free breezes of heaven's sunset.

Because of the fact that there were no foolish big-headed men who believed themselves all-powerful in the convention of the American Federation, the last convention in St. Paul was quite orderly, self-respecting and educational. Radicalism of every description has been displaced since the last scene on the convention floor in San Francisco in October, 1947, when a labor leader insulted the men of labor by calling them crawlers, but the men of labor refused to dignify the statement by answering back but were determined and did disassociate this individual from the counsels of the American Federation of Labor.

Two Sides to Question

No, there is no place in the labor movement for those who believe they are all-powerful and who will not listen to reason or who believe that only they can be right. There are two sides to every question and the sooner a few so-called "Know-It-Alls" will understand that labor leaders are elected and hired for their brains and their strategy, the better it will be for themselves and for the men they represent.

Name calling, bulldozing, rough tactics are outward symptoms of the inner man and they are not the symptoms that I rely on to find an honest or a decent man, and of such individuals that act thus I would hesitate to trust with my safety or the inner secrets of my soul.

Leadership for Labor

I recently received a letter containing a request from one of the top economists in one of the largest institutions of learning in our country asking me to kindly answer the following questions:

First, what are the qualifications that you believe should be the outstanding, foremost requirements for an efficient representative of labor and, second, what are your requirements of an organizer or of any other representative under salary that you appoint to represent you or the International Union.

The questions are almost parallel. Regarding the second question as to my appointments, I require younger men now than we employed formerly. That is, a man with some experience in his local union or in his district any where from the age of twenty-five to thirty-five. It takes three or four years to train an organizer even if he has some experience as a local representative of labor.

But, to answer the questions, the first requirement is honesty and sincerity. Second, his ability and a desire to improve his mind, an anxious, sincere, ambitious desire to learn. The third is personality, that is, one who can make friends even of his enemies. I don't mean that in making friends he should align himself or pledge his honor or bring suspicion on his actions in order to make friends with an undesirable whether inside or outside of the organization.

The first qualification, honesty, is not enough unless it is based on sound judgment and trained intelligently to insist on honesty in others and to practice honesty and sincerity by devotion to work and duty and by an intellectual mind of such a nature that the representative can convince others of the justice of his position and the fairness of the requests made by those whom he is representing in the union.

Honesty Is Best Asset

The third requirement has been perhaps my individual best asset combined with some of the other qualities referred to above. Of course, you have to be born honest, you have to inherit honesty to overcome the temptations to which a labor man is subjected. Honest men are not created over night. Honesty is a born, inherited quality. Intelligence, which embodies diplomacy and strategy, cannot be implanted in a natural-born dumbbell. Those gifts also are inherited. It is not quite necessary to have a college education or even a high school education, although I favor those qualifications today, everything else being equal. But, it must always be remembered that some of the greatest men in our country were self-educated. Lincoln never went to school and that is true of some other great fearless, honest leaders in the political life of our country. Today education helps and even if you come out of college you are not necessarily brainy unless you follow up your college training by reading and observing and endeavoring in every way to take advantage of your training. College does not make mechanics, nor does it make men of wisdom, but it does help one to learn how to think and, when he leaves college, he can improve that power of concentration and thinking as a result of his training in school.

Personality Major Requirement

Personality, the gift of knowing how to make friends without being in any way dishonest or dishonorable, is one of the chief requirements for a man now representing any group in public life. Surely personality and the friends it wins are very much needed in the labor movement. I have never dealt with a set of employers in my whole life time, even those who brutally disagreed with me, who could not at least say that I left the meeting without venom, or hatred in my mind and without any threat of avenging myself for the insults which I often received.

I always tried to keep in mind the fact that I was not an individual, that I was the representative of a large group of working men who had entrusted to me their welfare and who were paying me for my services. Perhaps you will say that I was fortunate and perhaps you will say that I did not need those friends. That is the greatest mistake one can make. There is no one so powerful that he does not need friends. I have known men in the labor movement who closed themselves up in a shell and got a bit of a swelled head after they came to be something, as a result not always of their own ability but as a result of the helpfulness received from others.

Those kind of individuals are to be pitied and sometimes they deserve to be scorned, but the answer is that they can't help being what they are; they were born that way. Perhaps that is true, but if we all stuck to the conditions under which we were born and did not endeavor to change the bad habits we inherited as well as improve the good ones, this union, this country of ours or this world of ours would not have made very much progress. Suppose one is born with a disease, say tuberculosis. In the old days they believed that tuberculosis was incurable because it was inherited, and the same is true of

some other treacherous life taking diseases. We know now that tuberculosis is curable and that it ranks only fourth in the diseases that cause death when at one time it ranked number one. Then, if we are born with a mind that is so stupid as to believe that we are insurmountable, that's a mental disease and it should be and can be changed or at least improved.

Early Days Are Recalled

When I first went to the convention of the American Federation of Labor, the Teamsters were perhaps the very lowest rung in the ladder. We had less than 30,000 members. In 1910, I was a candidate for fraternal delegate to the British Trade Union Congress in England. The old timers or the technical so-called skilled tradesmen jeered at the idea of a Teamster running against Owen Miller, one of the finest, oldest labor leaders then in the American Federation of Labor. But I went around, mixed with men like John Mitchell of the Miners, Jim Lynch of the Typographical Workers, Bill Huber of the Carpenters and many others, and really and truly I was surprised myself when the votes were counted to find that I had won by a majority of over two to one against the then head of the Musicians International Union. Not because we were powerful, not because we had a large membership which we did not have, not because of anything superhuman in me. I was very very poorly trained in the labor movement. I had been General President only two years, did not know much about the country or about other trade unions, as my experience was obtained as business agent before becoming President.

Recognition from Federation

To me it was the first great tribute paid to the Teamsters Union which, as I said before, was dragged down into disgrace by wrongdoers within the organization in Chicago in 1905. It was the first time that the Teamsters were ever recognized in the American Federation of Labor. I should also state that a great many of the members of the Executive Council, headed by Mr. Gompers, were opposed to and despised my impertinency and audacity.

Afterwards they learned to like the Teamsters and they have proven how much they like us ever since then, in more than one way and we have proven to them, to many of them who were then top-notchers, that the Teamsters have been a helpful working companion within the Federation.

As I said at a banquet tendered to me, in St. Paul, the Teamsters and this writer never joined the Federation but once. We are in to stay. All this leads up to what I started to say about local business agents and National representatives of labor. You must have not only honesty, strategy and statesmanship but you must have the faculty of making friends. I have sat around a table in conference more than once with people whom I despised within my heart but it was necessary to do so in order to reach an understanding or an agreement for the betterment of the people who entrusted their welfare to me. I held conferences with people whom I would not under any circumstances invite to my house. They were on both sides of the table. That was my job and if I did not like my job I had the right and as a man of honor I was expected to tender my resignation. I always kept before my mind the sign or statement, "The more humble the more honorable." I always like to think of the words of Kipling to his son: "If you can walk with the crowds and keep your virtue or talk with Kings nor lose the common touch." I like to repeat those words. I hate snobs. I hate bombastic accidental monstrosities that in all branches of American life once in a while make their appearance. I like the man who has not lost the common touch and, no matter how much he disagrees with you in the afternoon sessions, can meet you when the day is over and shake your hand and say a word of encouragement.

"More Humble, More Honorable"

If we could keep this in front of us in our offices, or in our discussions, we who believe we are important, many of us who could in truth be considered labor accidents, it would bring us down to earth. We can get nowhere without our friends either within our organization or in our every day life. If we could keep telling ourselves daily, that you are here today and you may think you are important, tomorrow, next year or the year after, you will be forgotten and other men in other days will carry the banner that has fallen from your hands. "Only the good that men do lives after they are gone."

"The more humble, the more honorable." We are cogs upon the wheels of time. So, be honest. Improve your mind. Never quit reading and learning. Make friends.

Remember tomorrow you may be forgotten. As night falls, look over the passing day and rest with the thought you have done something helpful somehow during the past day you made friends.

Western Conference Has Meet

Numerous Problems Studied at Busy Session In San Jose; Executive Vice President Beck Presides Over 13th Annual Meeting of Conference

THE 13th Western Conference of Teamsters, which met at San Jose, California, October 24 to 29, was strictly a business meeting, its time being devoted wholly to the study of problems of organization submitted by Local Unions, Joint Councils and Trade Divisions from the 11 Western States.

From the instant when Executive Vice President Dave Beck called the first general session to order on Monday morning, the 24th, until the closing ceremonies late Friday, the 28th, there were division and committee meetings from morning until late in the evening, at which the problems of every phase of Teamster work was explored.

Public Meeting

One evening, Wednesday, the 26th, was opened to the public so the messages of former Senator Burton K. Wheeler, of Wyoming, counsel for the Teamsters International Union in all Interstate Commerce Commission matters; Albert Woll, general counsel both for the AFL and the Teamsters International, and Dr. Clark Kerr, professor of Labor Economics at the University of California, could be heard by all Labor and by businessmen as well.

The city of San Jose was invited to the special vaudeville show arranged by the San Jose Teamsters locals on Thursday evening, the 27th, and some 5,000 turned out to jam pack the civic auditorium.

The entire session received the plaudits of the San Jose press as well as favorable comment in the newspapers of San Francisco.

The plan of the Conference followed the usual schedule. There was the opening general session at which visiting guests were introduced, leaders of other Labor organizations were heard. Vice President Beck, who organized the Western Conference 12 years ago and who is its permanent chairman, then delivered his address, in which the problems before the Teamsters were highlighted and the duties and responsibilities of the Conference were fully discussed.



Executive Vice President Dave Beck opens 13th Western Conference meeting.

An important part of each opening general session is always the reading of the message from Daniel J. Tobin, General President of the national union. President Tobin's message to the San Jose Conference was received with tremendous applause.

A message from Secretary-Treasurer John F. English also received an ovation.

Immediately after the first general session at San Jose, the Trade Divisions began holding their caucus meetings, in line with their usual procedure, and these meetings continued through Monday evening, Tuesday and Wednesday and were not completed until noon on Thursday. The Conference then started meeting in general session again, listening to and adopting the reports and recommendations of the Trade Divisions.

The City of San Jose had provided its spacious Civic Auditorium for the Conference of Teamsters. The general meetings and some of the larger caucuses were held in the splendid theater within the build ing and other small meetings in the many committee rooms.

Veteran Pacific Coast Teamster leader Joseph J. Diviny, president of San Francisco's Joint Council of Teamsters, No. 7, was in the chair when the 13th Western Conference convened, and he introduced the Rev. Monsignor Edward Maher, who delivered the invocation. Diviny then introduced George Junott, secretary-treasurer of San Jose's Teamster Local 296, who, in turn, called upon Mayor Fred Watson, of San Jose.

Mayor Watson, who is a member of Organized Labor, gave the Teamsters a stirring welcome, urging them to keep up the good fight to organize the unorganized and to fight all anti-labor laws and anti-labor public officials.

Political Teamwork

Neil Haggerty, secretary of the California State Federation of Labor, also welcomed the Teamsters Conference, calling upon all Teamster locals in that state to join in the federation's political organization to defeat unfriendly candidates. Dan Flannigan, AFL representative at San Francisco, also spoke briefly.

In his opening address, Vice President Beck stressed the great effectiveness of the Western Conference method of organizing, pointing out the fact that when the West-

ern Conference was established in 1937, the Teamsters had less than 90,000 members in the 11 Western States, though now, after 12 years of conference effort, the membership numbers in excess of 300,000.

"The growth of the Western Conference," Vice President Beck said, "is not predicated upon the leadership of any individual or any dozen men and women. It is simply that we are following out an intensive method of organization and that we are conducting ourselves in harmony with the principles and precepts of the American Federation of Labor.

"We are adhering strictly to the constitution and the rule book of the AFL. In any instance where we find misunderstandings within the family of Labor, which relate to this International Union, or to the Western Conference, we stand willing at all times to submit such matters to the Executive Council of the AFL, with appeal to the AFL convention, as provided for in the AFL constitution. And, we will abide by the results."

Vice President Beck called attention to the fact that more than 50 Teamster officers from eastern and mid-western states, were in attendance, and urged the Western Conference to demonstrate its high effectiveness and efficiency.

Follow Constitution

Referring to matters of controversary with other organizations, he said:

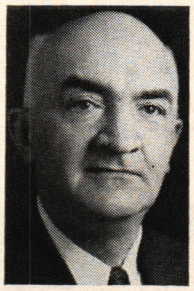
"I promise you that there is not a single, solitary move that I am making that has not been first cleared by our national office and that is not 100 per cent in accordance with its approval, and 100 per cent in accord with the constitution of the AFL."

The fact that the California State Federation is close to the Teamsters and has the hearty Teamster support was mentioned by Vice President Beck, who also called upon all Teamsters in the San Francisco Bay area to back the candidacy for Congress of Jack Shelley, president

Secretary-Treasurer English Sends Conference Message

On this the occasion of the 13th Convention of the Western Conference of Teamsters, meeting in San Jose, California, it is my wish to extend to you and the delegates my sincerest, warmest, personal wishes for the success of this undertaking.

I am confident that your deliberations will measure up to the traditions and accomplishments of the Western Conference of Teamsters in the past and I know that the fruits of your labors will redound to the benefits of the entire International Union. Such an established, well-founded organization as is yours will be of vast assistance in the future as it has already been in the past in fighting vicious anti-labor legislation, the still existent unfair employer and last, but most seriously, the insidious inroads of communism.



John F. English

It might be well to recall to mind the beginnings of your Organization which even in its earliest days could not be classified as humble. With some 112 local unions comprising an approximate membership of 45,000, you have established the Western Conference of Teamsters as one of the eminent and leading forces for enlightened labor principles in the industrial picture on the West Coast.

Mushrooming since that start in 1937 to a present Organization of approximately 250 local unions and 300,000 members, you are indeed a body to be conjured with whenever the labor question arises in any of its forms. Yours is an accomplished program to date of which you must be justifiably proud. Yours must be the satisfaction of knowing that you have been so essential a part of the happy labor situation as is now enjoyed in your area. Yours must be the hope that looks forward to accomplishing even greater gains in the months to come.

The International recognizes the fact of the tremendous sacrifices that have been made to build up your Organization as it now exists. It is not necessary to recall in detail the terrific struggle which has had to be won over many obstacles to reach that point where it is possible to look back and realize that much good has been done. The International is not unmindful of the fact that you have never looked for trouble but on the other hand have never run away from unpleasant situations. Regardless of laws on our statute books inimical to our interests, regardless of jurisdictional difficulties, you are still on top and rapidly insuring your permanent position there.

It is with the deepest regret that I could not attend your Convention due to conditions entirely beyond my control, necessitating my presence in the International office. In spirit, I will attend each and every one of your sessions and join with you in furthering the best interests of the Teamsters. Keep up the good work, keep plugging away, always rely on and have confidence in your officers and be guided by their counsel and advice, keep fighting.

of that federation. Shelley has, since the close of the conference, which he attended, been elected to Congress from the San Francisco district as a Democrat.

"The Teamsters are a militant organization, and I hope they never lose their militancy," Beck said. "But, with that militancy also goes a great sense of responsibility. In my personal opinion, if there is anything obstructing the onward march of the American Labor movement it is the fact that irresponsible people presume to speak for it. Those who are outside the family of the American Federation of Labor are often the worst offenders.

'Accept Responsibility'

"For myself, no matter if it would get me the plaudits of the multitude or not, I shall never indorse a cause which I do not believe is right and which I do not believe is in accord with the welfare of Labor, just to obtain a temporary advantage. We must not for one instance forget that when Labor develops itself to the great place which it holds today in the social and economic life of this nation, Labor must accept, and its leaders in particular must accept the full responsibility for using with right and justice the great power which they enjoy. If we abuse our power, the time will come when we will be labeled the misleaders of Labor.

"We can get thousands of men in positions of leadership who will duck around the corner and dodge when responsibility confronts them and they are required to stand up and make decisions which may not be popular at the time. Yes, we can get many men who can act when great organizations are applauding them.

"It requires ability and intestinal fortitude; it takes judgment and understanding and, above all, it requires honorable manhood to stand up and say 'No,' when that is unpopular. Within our own family we have a certain percentage of people who are hard to find when the going gets rough. They coast along when times are good; you do not have a bit of trouble working with them then, but when it requires real courage to stand up and disagree with those who would impose upon our associates, then, in some cases, they are hard to find. They are not fooling anybody but themselves.

"I say to you there is not one good reason for misunderstanding or disagreement in Alameda county, but that matter is not going to be solved by tirades against Einar Mohn (Teamster International Representative at San Francisco) or against Beck. We have disputes with the Retail Clerks in many places in this country. We are not the only organization that has disputes with them. The Butchers International Union and the Building Service International Union also have serious disputes with the Clerks. Our Joint Council in Chicago has a dispute with them.

"In cases of such disputes, the constitution of the AFL, decrees how they shall be settled. Central Labor Councils have no power to interfere in such matters. I will say without fear of contradiction that we will settle any and all jurisdictional disputes through the machinery provided by the AFL constitution, through the Executive Council of that body, and will abide by the decision."

Vice President Beck's declaration was greeted with prolonged applause and it received widespread publicity in the press.

"No central body, and no other trade group, no matter how powerful it may think it is, will ever find the Teamsters receding a single step from the rights guaranteed to the Teamsters Union within the constitution of the AFL.

Will Inform Labor

"It may take us a little time, but eventually, through our avenues of publicity, we will inform all of our people, and the Labor Movement of the nation, with respect to the facts. I have said that we will play the game according to the AFL rule book. But, if any group decides to write its own rule book, and refuses to abide by the rules of the AFL, we will play it according to their rule book, and for every member of ours they may take, we will take a thousand."

Vice President Beck paid a strong tribute to the strength of the cannery Unions of California, which are affiliated with the Teamsters, and told how the election in three plants was won three years ago after a bitter and costly fight, but the official certification from the NLRB came only a few weeks ago. He also discussed the fight at the Boeing plant in Seattle, where, he pointed out, the Machinists have been infringing upon the jurisdiction of the Teamsters for several years. He declared that the Teamsters will never stop fighting for their rightful jurisdiction and that in the end, right will prevail.

"I say to you," he said, "that while the Machinists were crying to high heaven that we were violating their illegal picket line, they, and their affiliates never stopped working for the Boeing Company in Wichita, Kansas. At the same time, in contract shops in Seattle—and every man in Seattle knows this is the truth—the Machinists were working on Boeing company contracts. What kind of leadership is that? Who thinks the Teamsters are crazy enough to jeopardize their members, violate their agreements and put our people on the streets, when the



Shop at this **SIGN**

very organization that violates its own contracts continues to scab on its own people?

"My friends, how are you going to deal with that kind of people? Are we going to allow them to break all of the rules, violate their own agreements, and then plunge us into their disputes? If we do not follow the established rules and laws of Labor we will degenerate into a mob.

Teamsters Will Win

"In spite of all attacks, in spite of all vilification of persons, in spite of supposed strikes, and threats, and regardless of whether the fight lasts ten days or ten years, the Teamsters International Union, in the finals, will protect its jurisdiction and its membership and those who try to circumvent us, will not succeed.

"The Teamsters do not want jurisdictional disputes, but unfortunately, they cannot keep out of them. We have more of them, I suppose, than any other craft, because, in our work, we touch and come into close contact with all other crafts. Our people are the first on the job in any construction project and the last to leave. We haul into all manner of plants and stores. I say that in a great many instances those who contend for jurisdiction do so with nothing but honest motives, but unless we carry these matters to the constituted authorities within Labor, then we are going to have nothing but wars within Labor.

"I want to emphasize again; we will not respect illegal picket lines, because if we do so we are dishonorable people. If we want our contracts observed, then we must ourselves observe our obligations. If the violation of agreements continues, some day the American public, with its great sense of justice and fair play, will rise and destroy the irresponsible organizations. I will not, so long as I am associated with Labor, do one dishonorable act, or violate an agreement, anywhere, and if that is unpopular with any segment of Labor, then let it take its Sunday punch and we will do our best."

This statement was greeted with tremendous applause, for the delegates warmed noticeably to the fighting speech of the Teamsters Executive Vice President.

Vice President Beck then paid a glowing compliment to General President Daniel J. Tobin, expressing his regret that the President could not attend the Conference, and again repeating his pledge of complete loyalty and understanding.

Turning to his recent trip to Europe, Vice President Beck said: "I have advocated the philosophy of free enterprise for many years. I am more convinced today than I ever was before that this philosophy and this system is the salvation of the welfare of the working people of America.

'Our Only Hope'

"It was my honor to speak before the British Trade Union Congress as a fraternal delegate representing the American Federation of Labor. I met Clement Attlee and many other leading people of the British Labor movement. I listened to their resolutions and their debates. I left England more than ever convinced that free enterprise is the right system and that it holds the only hope for our people. I accord to all peoples the right to choose their own systems of government; I only ask that they keep their hands out of our affairs and let us select our own way of life.

"I hate and despise the representatives of foreign governments who crawl inside our Unions for the purpose of creating dissension and in the hope of creating civil war, so that they can take over. If the day ever comes when the sacredness of the oath shall be abandoned, then our civilization will fall. I would die tomorrow fighting the communists and feel that I had made a worthwhile contribution to the welfare of generations yet unborn."

The Conference delegates cheered heartily when Vice President Beck lashed out at the communists.

"There are a thousand problems before the Teamsters; we are not going to solve them all," he said.

"We have made wonderful progress, but we haven't even started to complete the job. Everywhere, throughout the country, we are making tremendous strides today, because we are right. This International Brotherhood last month had the largest paid up membership in its history, regardless of the fact that the war days are over and employment is sliding down. Why? Because a year ago we started perfecting these national Trade Divisions and we got ahead of our problem. We are organizing in every nook and corner of the land."

He warned of the evil that may come through the development of Labor political strength, but declared the men who passed the Taft-Hartley Act must bear the guilt of having plunged American Labor into the political arena.

Turning to the detail work of the Conference, Vice President Beck urged the delegates to attend all of their caucus and committee meetings, bearing in mind they were in a business session in the interests of the members back home. And, that's what the Western Conference was: a business session.

Delegates Introduced

Following Vice President Beck's address, the messages of General President Tobin and of General Secretary-Treasurer John F. English were read to the delegates, and Chairman Beck called upon Raymond F. Leheney, of Los Angeles, Director of the Public Relations Division of the Conference, to introduce the more than 50 delegates from east of the 11 Western States.

Among these delegates were Eugene Hubbard, and Robert Lester, of Washington, D. C.; John Hickey, of New York City; Denny Crotty, also of New York; Melroy Horn, of St. Louis; S. L. Brennan, of Minne-

apolis; Sam Byers, president of the Laundry Workers International Union; Tom Haggerty, of Chicago, Gene Larson, of Minneapolis; Harvey Bierman, of Pittsburgh; Charles Cimino, of Cleveland; William Hicks, Dave Sark and William Lee, of Chicago; Anthony Morris, Providence, R. I.; Frank Tobin, chief of the statistical office of the International Union, in Washington, D. C., and many others.

Well Attended

The various divisional caucuses were well attended throughout the conference. These Trade Divisions were:

The Automotive Trades Division; the Bakery Driver-Salesmen's Division; The Beverage Division, the Western Cannery Council, the Building and Construction Division, the Chauffeurs Division, the Western States Dairy Council, the General Hauling Division, the Highway Drivers Council, the Laundry and Dry Cleaning Division, the Log Hauling Division, the Miscellaneous Sales Drivers Division, the Warehouse, Produce and Cold Storage Division, the Legal Division, the Statistical Division, and the Public Relations Division.

While these divisions were meeting and preparing their recommendations for presentation to the Conference, the important Policy Committee, headed by Frank W. Brewster, secretary of Joint Council No. 28, of Seattle, and secretary-treasurer of the Western Conference, was mapping out policy to be followed in the coming year.

At the open meeting, the evening of Oct. 26, scores of Labor leaders from the area, and many members of the public sat with the delegates to hear former Senator Burton K. Wheeler tell of the fight put on by the Teamsters Union to get the Interstate Commerce Commission to adopt and enforce rules governing the use of gypsy equipment on the highways. Senator Wheeler, who was the author of the Motor Carrier Act while he was chairman of the Interstate Commerce Committee of the Senate, predicted that unless tremendous efforts are put forth, there will be no rules of enforcement for a long time. He urged the Teamsters, in the interest of their own members and to insure safety on the highways, to continue the fight, both before the ICC and in Congress.

Senator Wheeler also told of his experiences during two trips to Russia and praised Vice President Beck's statement with respect to the communists.

Albert Woll, general counsel for the International Union, then gave an eloquent address on labor's rights and the long struggle which the unions have fought. He also warned of vicious legislation. He called special attention to the Hobbs Act, which he said put every Teamster delegate in peril of prison walls. He urged the Teamsters to continue their militant campaign against those who are responsible for the passage of anti-union laws, both in Congress and in state legislatures. He predicted that if labor will fight on, it will force the repeal of the Taft-Hartley Act.

'Unions to Double Size'

Dr. Clark Kerr, of the University of California, a warm friend of the western Teamsters, spoke of historic trends in labor and made predictions that the things labor is asking now will come true within a very few years. He also predicted that, following the Gompers law of the growth of labor, within another 15 years American labor unions will about double their total membership. Wages will also increase as production increases and hours of labor will become shorter, he said. He warned, however, that labor has reached the point in its growth where government interference and regulation are coming in, and he urged the Teamsters to study carefully to find ways to delay this encroachment of government on labor and to minimize its effect. Labor, he said, plays a tremendously important part in the economic growth and welfare of the country.

Rotary Hears Beck

Frank Tobin, head of the International statistical office in Washington, D. C., presided as chairman at the open meeting. He served with Dr. Kerr as a member of the War Labor Board during the war. Kerr was then a professor of labor economics at the University of Washington.

One of the highlights of the conference was the address which Vice President Dave Beck gave before the San Jose Rotary Club. Not only did he attract the largest attendance in the history of the club but his talk was warmly received. He warned against the infiltration of Communism, telling the Rotarians that business and industry must

(Continued on page 30)



Stage decorations at the Western Conference meeting stressed trucking progress.

Delegates Report on AFL Meet

Teamsters Carry Largest Number of Votes Into Biggest Federation Convention in History; Secretary Johnson Gives Outstanding Speech

IN accordance with the laws of the International Union, we, your delegates of the American Federation of Labor Convention, desire to submit the following report:

This convention opened in the St. Paul Auditorium about 10 o'clock on the morning of October 3, 1949. Mr. Gerald O'Donnell, president of the St. Paul Trades and Labor Assembly, presided as temporary chairman and introduced the Most Reverend James Byrnes, auxiliary bishop of the Diocese of St. Paul, to offer the invocation. Next there was an address of welcome by the mayor of St. Paul, Edward K. Delaney. Next the president of the Minnesota State Federation of Labor, Mr. Robert A. Olson, bid welcome to the delegates and the visitors. President Green was then introduced and delivered an address which dealt with the serious questions confronting labor at the present time and offered his appreciation and gratefulness to the preceding speakers.

The Credential Committee reported and the Federation was represented by the largest number of delegates in its entire history. The Teamsters had the largest vote in the convention. There were seven delegates representing your International Union, whose names are signed to this report.

Teamsters Represented on Committees

A number of resolutions were introduced during the convention dealing with most of the political questions now confronting labor. In accordance with the regular procedure the resolutions were referred to their respective committees.

Your International delegates were appointed on nearly all of the important serious law-making and advisory committees. The General President was appointed to his usual position which he has held for many years as chairman of the Committee on the Constitution and Laws of the American Federation of Labor.

As a whole, in comparison with other conventions, there were not so many resolutions and in instances where many resolutions were of a similar nature or dealing with the same subject, they were merged into one by the committee acting on same and reported to the convention thus. In this way a great deal of time was saved and a great deal of unnecessary discussion was avoided.

During the sessions of the convention there were very many prominent speakers representing the government and representing the commercial life and business of the nation who delivered addresses to the convention. The outstanding addresses could hardly be distinguished because they were all of such an important and serious nature that it would be difficult to make any special selections. Not only were they all brilliant masterpieces but those who delivered those addresses were perhaps the outstanding men in the nation's government.

Legion Chief Disappointing

We, your delegates, believe that the address of Director of Defense Louis B. Johnson, was perhaps the leading address and second we would pick the address delivered by Senator Hubert Humphrey. Both addresses were of a serious nature and were not difficult to interpret and understand.

We think that one of the weakest addresses delivered in the convention which almost leaned over backwards towards the side of employers and large capitalists was that delivered by the national commander of the American Legion, Mr. George N. Craig, who comes from Indiana.

It is difficult to understand how the American Legion continues to nominate and elect men of this type, very often anti-labor, corporation lawyers. Eighty-five per cent of the men who compose the American Legion membership were workers in some capacity, a great many of them union members. That goes for both wars, but apparently the lawyers and the other top notchers get the top jobs. We honestly believe once in a great while the American Legion is not properly represented before the public or before the American Federation of Labor, which has worked so consistently hand in hand with the American Legion in behalf of the membership of the toilers, of that organization which make up mainly its membership.

After this address was delivered and on the same day an address was delivered by Mr. Oscar Ewing, Administrator of the Social Security Agency, disagreeing with Craig. To say that the convention was not impressed by the seriousness of those addresses would not be a correct statement. We know of no convention of the Federation in which more serious or dangerous questions confronting the safety of the nation were ever under discussion.

In addition to attending the convention of the American Federation of Labor, some of your delegates had to be present at the Building Trades Convention, where they were delegates and with which we are affiliated. In addition to this, we were in continuous touch with the representatives of our Joint Councils 32 and 34 of St. Paul and Minneapolis and Joint Council 48 of Duluth and Northern Minnesota, and Joint Council 82 of Fargo and vicinity, N. Dak.

Without exaggeration it is our opinion that the most interesting meeting of all was the banquet tendered by the combined Joint Councils referred to above in the St. Paul Hotel to the General President of our International Brotherhood. Those boys put on a show that could not be duplicated in New York or in Chicago. They deserve a great deal of credit. How they did it is something that no one can fully answer.

For instance, the St. Paul Hotel, not being a very large hotel and being overcrowded, had a guarantee only for about 350 plates at the banquet and this is all they had arranged for. People kept coming in, Teamsters from other cities representing several central bodies, and visitors, almost the entire Executive Council of the American Federation of Labor and many other distinguished friends and members of our International Union put in an appearance in St. Paul and were invited as guests of the above-mentioned Joint Councils.

Something to Be Remembered

The total number sitting down to tables was about 534. The hotel had to endeavor to find sufficient food for the enlarged number and also sufficient help to serve. This is not easy in a city that is so thoroughly organized and that has a very small percentage walking around looking for a job. It was the real, lively and big affair which took place during the convention of the American Federation of Labor. The music and the show and the acting put on after the eating was almost over, is something which will always be remembered by those who were fortunate enough to participate. There were only two speakers, namely, the president of the American Federation of Labor, Mr. William Green, and your International President.

We not only enjoyed the festivities but we had occasion during our visit to St. Paul to meet with our friends in Minneapolis across the way and with our other local representatives, many of them coming from the Dakotas. We not only enjoyed the social activities tendered to us but are of the opinion we learned a great deal more than what we knew about conditions in reference to our own organization in Minnesota and the surrounding territory. The General President was one of the few present who attended the last convention of the Federation held in St. Paul in 1918.

All Officers Reelected

The convention of the Federation was somewhat dull compared to previous conventions. Some slight mistakes in the opening of the convention occurred. For instance, there was no kind of music, which is the first time in 40 years that I have attended a convention without at least some professionals being there who would open the proceedings with "The Star-Spangled Banner." This was due somewhat to oversights or perhaps lack of experience on the part of the local committees and fundamentally it meant very little as to the constructive business which was afterwards transacted in the sessions of the convention. But the press noticed and commented.

The convention elected all of its previous officers without any opposition. The selection of the city for the holding of the next convention was referred to the Executive Council with authority to select a city in which the Federation could be properly handled and received and where it could do the most good for the labor movement during these strenuous political days in which labor is so much disturbed and in so much danger.

The time of holding the convention was changed by a change in the constitution. The next convention of the American Federation of Labor and all subsequent conventions will be opened on the third Monday of September of each year. Of course, this can be changed by a further amendment to the constitution of the Federation at some succeeding convention. It takes a two-thirds majority vote of the convention to change the constitution in any way, shape or manner. Action on this change of the holding of the convention was unanimous by the delegates. This was the only change made in the constitution with the exception of a slight change increasing the strike benefits to Federal Unions.

Federal Unions are those who are directly affiliated and pay their per capita tax and are chartered by the American Federation of Labor.

The convention hurried up its business due to the unsettled condition of labor throughout the nation. It was the first time in over 40 years in which the convention of the American Federation of Labor finished its business in six days of continuous work. The convention some years ago used to last 12 and 14 days. Every international head was relieved because of the fact that the convention transacted its important business in the short time referred to above, because nearly every international union had its officials present attending every session and every international union, with very few exceptions, had business of a serious nature confronting it back home, so they were glad to finish up their work and get back to the very serious problems confronting their own organizations.

We, your delegates, attended every session and endeavored to lend whatever assistance we possibly could by our advice and our opinions due somewhat to our years of experience. There was no resolution or no action nor any discussion of any nature which would fundamentally affect the Teamsters International Union, such as claims of jurisdiction or other matters.

The president of the Federation strongly denounced any organization of labor which brings another affiliated organization into the courts of the country. Especially did he curse and smear those so-called labor unions that have the brutal impertinence of applying for injunctions against another labor union. The cause for the bitter statements made by President Green was due to the fact that the Musicians International Union called to the attention of the president of the Federation the fact that a lawsuit had been entered against them by a sister affiliated organization of labor who embraces in their membership the Variety Artists. The statement of President Green was published in the November issue of our magazine.

Everything being considered, we, your delegates, believe that the convention was constructive and helpful and very, very highly educational, especially to those who have not had the opportunity or advantage of attending previous conventions. In addition to our own International delegates to both the Federation Convention and the Building Trades Convention, there were perhaps 45 or 50 members of our unions who represented central bodies and state branches of the Federation of Labor throughout the nation. Some of those men had never attended a Federation Convention before and it was a pleasure to meet with them and to look into their highly intelligent faces and for us to try and understand, as I think we did, the benefit that they had obtained attending this great labor convention which has just adjourned.

We submit the foregoing report for your information and we trust that you will approve of our actions based on our watchfulness of your interests for our general membership by whom we are employed.

Respectfully submitted,

(Signed) DANIEL J. TOBIN,
General President.

JOHN F. ENGLISH,
General Secretary-Treasurer.

FRANK BREWSTER,
Secretary, Local Union 174.

JOHN O'ROURKE,
President, Local Union 282.

ROBERT LESTER,
Secretary, Local Union 997.

TED MERRILL,
Secretary, Local Union 692.

DANIEL J. COLUCIO,
Secretary, Local Union 761.

Peace on Earth, Good Will to Men

On the inside cover of this issue of "The International Teamster" is a special editorial written for this publication by Dr. Frederick Brown Harrison, Chaplain of the United States Senate.

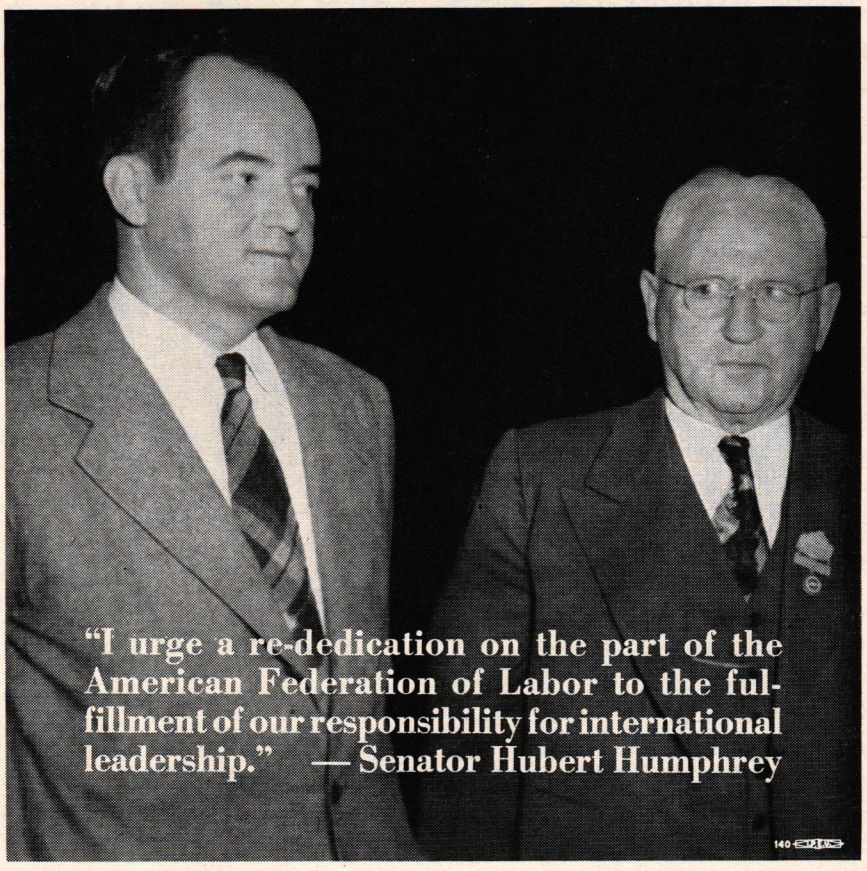
Dr. Harrison wisely points out that we can have a "white Christmas of peace" only when men of good will work together. The times point up the need for men to work together in brotherhood and harmony.

This has been a year of friction and discord in many spots of the world. Much of the ill feeling in the world results from a misunderstanding of the problems and the issues which separate men. One of the great missions of free world trade unionism is to promote harmony and understanding. When trade unionists of the various countries get together and talk over their various problems, real progress is made toward a better understanding between nations.

We hope that next year will bring great results in the field of understanding and that by Christmas 1950 there will be a much greater measure of peace and good will than we have this year.

An Outstanding Convention Talk

The address given by Senator Hubert Humphrey of Minnesota at the recent American Federation of Labor convention held in St. Paul was an outstanding speech. Space does not permit publishing the remarks in full but these excerpts include the principal portions of the address.



"I urge a re-dedication on the part of the American Federation of Labor to the fulfillment of our responsibility for international leadership." — Senator Hubert Humphrey

Let's make it clear, friends, labor's rights are no longer secure merely through the process of collective bargaining. The rules of collective bargaining and the rights and privileges of organized labor are now the subject of legislation and the subject of political determination. Politics, effective political participation must go hand in hand with the growth and the development and the maintenance of a strong labor movement in America. . . . No one is asking anyone any longer in this country of ours, "Are you interested in politics?" The simple fact is you are either interested in it or somebody is going to take the very interest out of you by political action. Labor can never gain its objectives when the rules of collective bargaining are stacked against them and the umpire and the referee are already bought off and paid off. The Taft-Hartley Act has destroyed neutrality of government in labor-management relationship. The Taft-Hartley Act says to every American worker that no matter how you may fight, no matter how just is your cause, the orders are stacked against you and you haven't got a chance to ultimately win.

There is a volume of evidence coming to Washington these days demonstrating that the Taft-Hartley Act is crippling the growth of the union movement, particularly in the South and in some of the other areas of this country where Union membership is not as strong as it is in the industrial East and in the industrial centers of the Midwest and Far West.

I say this without fear of any successful contradiction, there will not be any labor-management peace in this country until this grossly unfair anti-labor legislation is removed from the statute books.

* * * * *

Elections are won by hard work and by active participation in every voting precinct in this country. The essentials of a successful political campaign—and I know my friend Joseph Keenan is interested in this—the essentials as I see them are the following: a program—and I put program first—a program that meets the needs of the people. Secondly, candidates that are willing to fight for the people. We have got too many candidates where you have to fight for them. We need candidates who are willing to go out and fight for you, to fight for the American people.

* * * * *

Now, I say there are some disturbing signs. Liberal organizations and labor groups have not always set themselves down to the job of effective political action. In some areas there is a tendency on the part of labor to remain aloof from other groups who have similar objectives, and in some areas there is an outright refusal to join hands with other sections of the labor movement and the liberal, democratic forces. Now, if the Fair Deal program is to be passed—and by the way, that is what I am interested in—if the Taft-Hartley Act is to be repealed, if the people of this country are to get legislation that they were promised and that you worked for, it is going to be a responsibility of the labor movement and of every liberal and democratic organization to forget personal pride, petty differences and to unite behind candidates and around a program between now and 1950.

Yes, the election year of 1950 is the crucial political battleground in the struggle to see whether or not this country of ours is going to go forward in the pattern of the New Deal or whether or not it is going to go backward into the confusion and desperation and disillusionment of the Old Deal. That is what it amounts to.

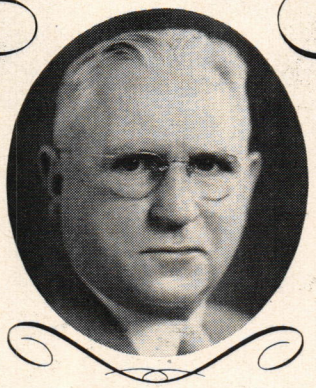
Now there is a dangerous coalition in this country. I think you have been reading the papers, haven't you? There has never in the history of America been a greater propaganda barrage against the American worker than there has been in the last seven, eight or nine months. Ever since the miracle of November 2nd the sooth-sayers have been concocting some kind of a new witches' brew to pour out on the American people to stuff down their throats. Why, when this great, magnificent victory of the defeated people who have been, let me say, your arch enemies—when this great victory came about what happened? Oh, when that happened we jumped up with jubilation. We said, "This is marvelous, this is a miracle. A new day has come to America." And while we were celebrating and while we were patting each other on the back the old rear-guard was in there plotting and planning every day of the week, getting their machinery ready again for the onslaught.

* * * * *

Now, I say there is a dangerous coalition, a coalition that distorts public opinion, a coalition that defies the truth, a coalition that is not interested in the presentation of the truth, and it is a coalition of the reactionary element of the press of America that talks about free press—and yet it is impossible literally today to start a new newspaper unless you happen to be one that can capitalize yourself or your investment to the tune of five or six million dollars, and then they talk about freedom, free enterprise and free press.

TEAMSTERS' 50th SUCCESSFUL YEAR

1899 1949



by **DANIEL J. TOBIN**
General President

ON THE opposite page is a copy of the original charter granted by the American Federation of Labor to the Team Drivers' International Union. This was the name of our International until the 1903 amalgamated convention held in August of that year in Niagara Falls where the Team Drivers' International Union and the Chicago National Teamsters amalgamated and were granted and adopted the name by unanimous action of the convention of International Brotherhood of Teamsters.

I was a delegate from Local 25, Truck Drivers of Boston, at that convention and helped to bring about that amalgamation. Since our charter was issued we added to our jurisdiction, by consent and approval of the conventions of the American Federation of Labor, the name of Stablemen. In the original charter as granted we were only entitled to drivers of horse drawn vehicles. The stablemen took care of the horses and very often the harness and in many instances it was the first step towards becoming a driver. It was kind of an apprenticeship. We were granted the right to amend our charter and add the word stablemen to Team Drivers' International Union, in accordance with the laws of the American Federation of Labor.

At that time in loading or unloading the trucks there were some men hired which were then called lumpers and which we now call helpers. In most instances those men went to the freight houses and helped to load and unload the horse driven trucks which we called teams. Some of those men were promoted to the position of lumper or helper, and were a little higher in wages received. They were admitted to the union and were very helpful in organizing the unorganized and in those days the unorganized were vastly in the majority.

Again we asked for a change in charter title to add the word helpers and were granted that right again by the American Federation of Labor Convention, so that now we were called the International Brotherhood of Team Drivers, Stablemen and Helpers. As stated above, then came in 1903 the Amalgamation where the name of the International Brotherhood of Teamsters, Stablemen and Helpers was adopted and the name and title was approved again by the Federation.

Years rolled on and some of us could see the handwriting on the wall and we began to realize that the day of the horse drawn vehicle might possibly be extinct in future years. Here and there in the large cities small motor powered vehicles began to appear and in 1914 we again applied to the American Federation of Labor for the right to change our title and obtain jurisdiction over chauffeurs of motor powered vehicles which were slowly displacing the horse drawn vehicle.

A great many of our own people even within our General Executive Board opposed such a change and believed that it never could come to pass. Among those who opposed it were some of the top officers of the International Union. As a matter of fact, very few of the Executive Board members knew anything about operating a motor vehicle and they laughed and mimicked and ridiculed the foolish dreams of the General President.

However, the writer of this article who was then the head of the organization insisted that the change was coming and finally got a majority of the General Executive Board to recommend the matter to the convention of our International Union. The convention by a small majority adopted the recommendation which was, as stated above, in substance that we ask for jurisdiction over chauffeurs. We had to go to the Executive Council of the Federation first and then when they adopted it, it had to be approved by the convention of the Federation.

The convention discussed this request of ours which was a recommendation of the Executive Council on the appeal of the International

Brotherhood of Teamsters and after four hours' discussion our request for the change of charter embodying the word chauffeur was adopted by the convention. The only ones who opposed us at that time were the brewery workers and, of course, we agreed as we had to in order to get the change granted to us that we would not interfere with anyone at that time who did not come under our jurisdiction. There were very few, if any, chauffeurs in the Brewery Workers Union.

It is almost impossible now to understand how our own people who were thoroughly sincere but failed to see the future we believed that we were making a mistake in asking for this extended jurisdiction over chauffeurs. Many of our people could not spell the word chauffeur, which is a French word and means in substance driver or operator. Today after all those years have passed and most of the people who were in opposition to the change have passed away it is almost impossible to find a member of our union who now operates a horse drawn vehicle and so the tide of time rolls on and when we asked for this change in our title embodying the word chauffeur we had less than 45,000 members in our International Brotherhood.

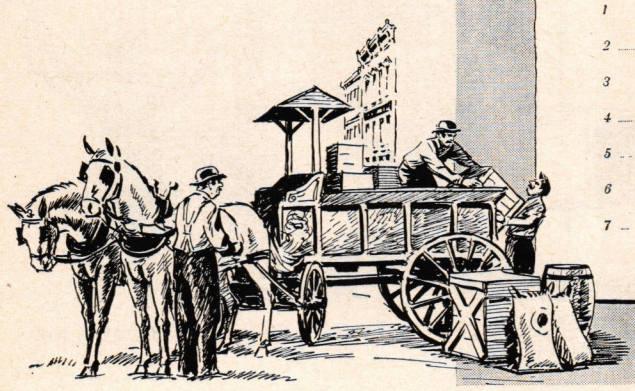
Years passed and again we could see, after some experiences we had in San Francisco, that the warehouseman was an important factor. As I have stated before, the Longshoreman's Union organized and controlled several warehouses in San Francisco and vicinity. One fine morning they refused to load our trucks unless the drivers were members of Bridges' Longshoreman's Union. The battle went on for a few days and eventually Bridges came to see that it was impossible to defeat the Teamsters because his warehousemen were standing still unless the merchandise was hauled in and hauled out and the drivers would not haul. Even now Bridges has warehouses far removed from the waterfront holding membership in his Longshoremen's Union.

Again we went before the American Federation of Labor and asked for another extension of our charter embracing warehouse workers. We were granted that jurisdiction over warehouses. We were not very happy because we had to extend this jurisdiction but it was a case of self-preservation and now we know that while we have not organized warehousemen more than 50 per cent they are an absolute necessity to us everywhere in order to keep our trucks rolling and the drivers are the only ones who can do anything for or help the warehouse workers.

We have never violated any of the laws of the American Federation. We have no right to as long as we are affiliated and we never withdrew from the Federation and we never joined up with the Federation but once. We, the Teamsters, hate seceders or so-called independent unions.

In looking back over those stormy

Fifty years ago, the Team Drivers' International Union filed the application reproduced here for affiliation with the American Federation of Labor. Over half a century, our International has been a loyal AFL affiliate.



APPLICATION FOR CERTIFICATE OF AFFILIATION

TO THE

American Federation of Labor,

700 14th Street N. W., WASHINGTON, D. C.

SAMUEL GOMPERS, Prest. FRANK MORRISON, Sec'y.

Any number of Wage Workers, not less than seven, who are desirous of forming a Trade Union, a Federal Labor Union, or of having their Local, District, National, or International Union affiliated with the American Federation of Labor, must fill up this form and forward it, together with five dollars as a certificate of Affiliation Fee to this office, as above, for approval. It is advisable to send five dollars additional and secure an entire outfit which includes a seal and a full set of books.

(CITY AND DATE) Detroit, Mich., Jany. 23, 1899 189

We, the undersigned Wage Workers, believing it to be well calculated to improve our intellectual and social condition, and promote our industrial well-being and advancement, respectfully petition the American Federation of Labor to grant a Certificate of Affiliation to us as representatives of:

Name of Organization Team Drivers International Union

The regular meeting of the Union will be held every JAN 28 1899

Holding Regular Meetings at No. Street,

in the City of , State of

We hereby pledge ourselves, individually and collectively, to be governed by the Constitution, Rules, and Usages of the American Federation of Labor, with the reserved right to preserve the autonomy or self-government of our own organization, subject to such rules and regulations as may be made, or are now established, in our organization as above named.

Total number of members in Union

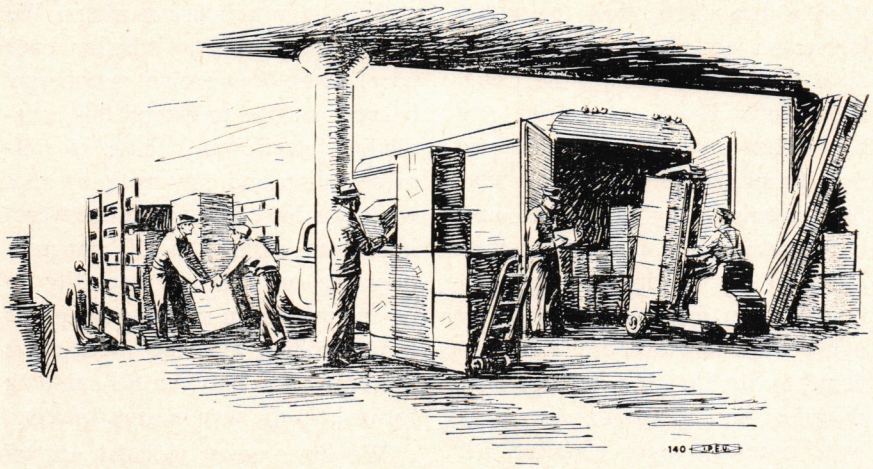
John Callihan, *President.*

George Innis, *Secretary.*

Address of Secretary 213 Franklin St. Detroit, Mich.

	NAMES OF APPLICANTS.	ADDRESSES OF APPLICANTS.
1	George Innis	Detroit, Mich.
2	John Callihan	Kansas City, Mo.
3	Matthow Rux	Belleville, Ill.
4	S. E. Simpson	Collinsville, Ill.
5	John Sherritt	Detroit, Mich.
6	M William Gripp	Molean, Ill.
7	A. R. Hinke	Rock Island, Ill.

$10 00 money



years of anxiety, argument, jurisdictional disputes, while we were working within the laws of the Federation, we have every reason to rejoice at the progress we have made. The International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers is today the largest per capita paying organization of labor in or out of the American Federation.

Celebration Planned

We should have had a national banquet this year celebrating our 50th anniversary. We postponed that until we dedicate or complete our new building in Washington which will get started next year. Again this year we could not get a hall or hotel big enough to hold the representatives of our local unions at either a banquet or celebration or at a get-together meeting. We may provide for it as time goes on and we intend to, but you who are now our members should be proud of the fact that you in your individual capacities have helped and are continuing to help to make this Brotherhood of Teamsters what it is and what it expects to continue to be, a large union for the workers, for the toilers, for the individuals and their families who come under our jurisdiction. With your help on this 50th year of our birth we will go onward and onward and never reach the end of our goal because there will always be new fields to conquer.

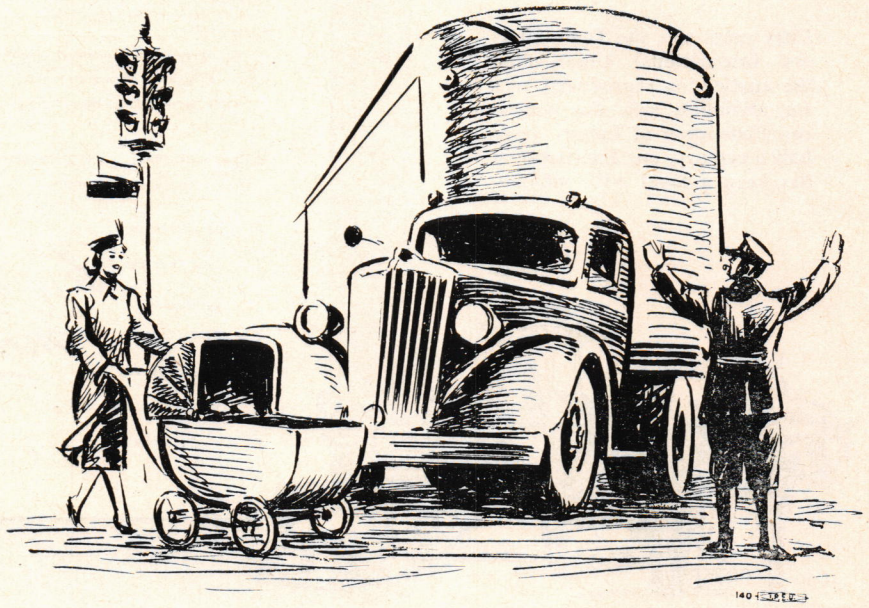
But we must be very careful not to wander too far away from our original moorings. There is such a thing as biting off more than we can chew. My advice to you is never forget the Teamsters made this union—keep the word and name Teamster always in first place. This name is known all over the world the same as coal-digger miner.

I might remind you that in all those years with all of our misunderstandings with other organizations over jurisdiction and other matters of policy we have kept our friends and we have never stooped to the gutter to assail those who disagreed with us either honestly or dishonestly.

The labor movement should hold its battles within itself and should not be influenced by our enemies on the outside or by under-cover enemies who hate legitimate God-fearing unions and who hate our country and its democratic freedoms which we enjoy. Communists have their agents under cover within some unions spitting forth their poisonous venum. Watch out for those snakes who are now our most dangerous foes from within and who pose in the meetings and in the press as labor spokesmen. They are Stalins in sheep's clothing and smooth and clever.

This union of ours, as it should and as it will, must continue to go onward and onward to greater victories and other men in other days will carry the flag of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers to heights and to victories now undreamed of in the world of Trade Union American Workers. We will lead the way and give aid and assistance wherever we can within the law to other legitimate, decent American Trade Unions.

When you look on this copy of our original charter we ask you to hold and regard with pride your membership in the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.



Historic Welfare Gains Made

Central States and Southern Conferences Of Teamsters Win Employer-Supported Welfare Plans on a Broad Scale for the First Time

By THOMAS FLYNN

AN historical event took place at the Shoreland Hotel in Chicago at 1:30 A. M. Saturday, November 12th. At that time the Central States Conference of Teamsters, an affiliate of the International Brotherhood of Teamsters, representing over 150 local unions and their more than 50,000 members employed in the over-the-road dry freight trucking operations, concluded a two-year collective bargaining contract with representatives of private, common and contract carriers in the twelve-state area.

Negotiations and completion of labor agreements are, of course, daily events, but never before in the Teamster movement had this type of contract been negotiated. For the first time on such a large scale, and without a strike, the union gained for its members the establishment of a health and welfare fund to be created exclusively out of employer contributions.

Simplicity Outstanding

The establishment of the fund is outstanding for its simplicity. Avoiding the technical difficulties involved in many other plans, the fund will be built up by employer payments of one dollar each week for each employe covered by contract. It will be jointly administered by union and employer representatives as is required by law, and while the actual details have not yet been worked out it is planned that the fund will be used for the payment of premiums on group insurance policies for death benefits, and it will provide coverage for hospital, medical and surgical expense, as well as time lost because of sickness and accident.

The advantages of the creation of such a fund on an area-wide basis is obvious. Simplicity of the contribution plan, the centralization of administration, the mass purchasing power, the extended and continuing coverage within the industry even when there is a change of employment will make for efficiency and economy.

Three days after the Central States Conference of Teamsters concluded its agreement the Southern Conference of Teamsters with the support and encouragement of the International Union and the Central States Conference of Teamsters, accomplished the same results for its ten-state area. Thus, in less than a week the employer-supervisory health and welfare plan and principles became an established fact for the over-the-road truck drivers in twenty-two states.

Since the settlements were announced they have established a pattern for local cartage contracts not only in the area involved but throughout the country. The health and welfare fund was not the only result of the negotiations. In addition to the payment of one dollar a week for each driver for this purpose the settlements include wage increase of 8c an hour and a mileage increase of ¼c a mile, together with an automatic additional increase of 5c an hour and ⅛c a mile for the second year.

Increases Explained

On two-man operations the ¼c increase shall be applied fully to each man, the ⅛c increase in the second year shall be divided equally between the men. The hourly increase, however, applies to both men. Increases from 1c to 1½c per mile, depending upon the type of equipment, were made on the minimum rate for leased equipment owned and operated by the driver.

Special rates were made for leased equipment used exclusively on the hauling of steel. Provisions were added for the posting of vacations and new runs which will be bid in accordance with seniority. Further limitations on pickup and delivery of solid loads at points of origin and designed to protect working conditions of city drivers, clarification of grievance machinery, limitation on lawsuits and grievance machinery is extended.

Notice Limitations

Limitations of nine months were placed on the life of warning notices required to be discharged. No charge for loss or damage of equipment, protection against inability to procure bond or subsequent cancellation of bond were other provisions.

All physical and medical examinations to take place at the home terminal and employes will receive pay for the time spent in taking such examinations in excess of two hours.

Two-man operations limited to trips of 450 miles or more. Protection of owner-operators against arbitrary and discriminatory cancellation of leases, further protection against lawsuits for breach of agreement where employes recognize picket lines or refuse to work with non-union people were incorporated.

Preservation of agreed upon runs in Ohio where such runs pay higher than the Central States Agreement

(Continued on page 24)

EDITORIALS

by DANIEL J. TOBIN

Congratulations, Steel Workers

We congratulate the Steel Workers on the wonderful brainy, diplomatic strategic position that they took during their strike. With patience, endurance and the highest kind of intelligence based on experience, they were successful in winning for the many thousands of steel workers one of the finest conditions for protection in sickness, distress or in old age or death that was ever obtained for a labor union in this or any other country.

Again the International Brotherhood of Teamsters desires to compliment them and congratulate them on what I consider one of the outstanding achievements of organized labor in recent years.

A Labor Puzzle

It is difficult for me to understand how an International Labor official representing a very large labor union can continue to force the President of the United States to employ and call into use the Taft-Hartley law, in the case of a threatened strike or controversy in which the membership he represents has been recently engaged and for the purpose of preventing another stoppage of work this month of December.

We hope and trust and pray that there will be no stoppage of work this year in any large industry such as those that hold in their power and in their hands the protection and progress of our nation. The President of the United States has denounced the Taft-Hartley law for months and months and now it looks at this writing, November 25th, that the President of the United States may be forced by a labor union and its officials to apply or call on or use the Taft-Hartley law which he despises and which we despise, hate and detest.

As a last alternative the President may be compelled to use this Taft-Hartley law for the protection of the industry of the nation and to prevent further suffering amongst the poorer classes of our people throughout the country during the long bitter winter months.

Oh, how we are going to hear from our enemies in both parties who are fighting to continue the Taft-Hartley law and who are opposing its repeal. Yes, I say how we are going to hear next year and the year after. It will be emphasized and repeated that the only law that saved the nation from destruction was the Taft-Hartley law which Mr. Truman as President of the United States applied to prevent the paralysis of industry throughout the nation in December, 1949. Surely labor union officials, no matter what their feelings of hatred are and no matter what their desire is to help their own union, should not crucify all other unions and embarrass and help to destroy the unions that have fought against injunctions and laws similar to the Taft-Hartley law in the years that are past.

I repeat, it is difficult for me as a national labor representative to understand or try to analyze the minds of labor men that are forcing the President of the United States as a last alternative to put into effect and use against labor the Taft-Hartley law which he and we despise.

At this late hour and before December 1st comes around we hope and pray and trust, in the interests of the millions of toilers who are members in our trade union movement, that something will happen that will not compel the President of the United States to call into practice and effect the Taft-Hartley law.

A Great Man Passes

Since the last issue of our JOURNAL, in my judgment, one of the greatest men of the labor movement, one of the founders of the American Federation of Labor, one of the men who made the street carmen's union what it is today, passed away to the great beyond.

I refer to the recent death of W. D. Mahon who for over 40 years was the head of the street carmen's organization. Two or three years ago he retired but he left behind him a monument of strength in the street carmen and he made for the membership

of that organization conditions second to none in our country.

I know what he did for the street carmen because I myself drove a street car in the city of Boston for four years. This was before I took up driving team. I know the long hours we worked as street car drivers and motormen.



W. D. Mahon

In the winter time we had to drive four horses and our pay was $1.75 per day for 10½ hours on the platform in rain or snow. Then the following day we might have to change off and drive an electric car which was something of a curiosity in those early days. For this we received $2 per day for 10 hours, seven days per week. We were insulted by the spotters and watchers, fired from our job on the complaint of some crank, or suspended for the slightest grievance even for talking to a passenger on the front end of the car. But mostly we were ravished and destroyed and insulted and discharged in order to make room for some other politician's friend who wanted our job.

As an extra man for two years I averaged $5.50 per week. There was no union then in Boston of street car workers. We almost starved to death.

But, to go back to Bill Mahon and the great work he did for labor early in the days when the organization of labor was endeavoring to hold itself together. He carried his life in his hands and was in extreme danger for weeks and for months. Even in the midst of his endeavor to organize the street car employes, he gave his time towards helping to organize the miners' union.

At one time he volunteered his services without pay and went into Pennsylvania and West Virginia endeavoring to organize the miners and I was advised by some of the old miners who were officers when I came to Indianapolis that Bill Mahon was really a pioneer worker, one of the best in organizing, fighting fearlessly towards laying the foundation of what is today the United Mine Workers International Union.

I supported Bill Mahon in 1908 when he was a candidate for the Vice-Presidency of the American Federation of Labor. He was defeated in that convention which was held in Denver by John Alpine, then head of the Plumbers' Union. Years later with the support of his many great close friends, one of whom I was then and remained until the day he died, he was elected as a member of the Executive Council. This gave recognition nationally in the halls of labor to the street carmen's union.

I served with Bill Mahon afterwards on the Executive Council for many years and as his health broke down as a result of his years of hardship and suffering and as he became older, I helped and the Teamsters helped and encouraged him to remain on the Executive Council of the American Federation of Labor.

At one time he expressed to me the desire to die in the harness of the American Federation of Labor and so he died. In his passing I lost one of my very faithful and much admired friends. In his passing not only did the street carmen lose a great champion, a great leader, a courageous, fearless, honest, sincere trade unionist, but the American Labor movement lost a man who should not be forgotten but should be remembered and revered by the men in labor who follow him.

Unfinished Business

With the end of the year and the time approaching for another session of Congress, it might be well to point out some unfinished business on the schedule.

Labor has made its wishes known to Congress through its legislative representatives and through talks with individual members of the House and the Senate. We hope that there will be a disposition on the part of Congress to complete much of the unfinished items left over at the end of the 81st Congress, first session.

In the field of labor legislation the No. 1 goal is repeal of the Taft-Hartley Act. We are not too optimistic about this, but this aim still remains on the books. For many years labor has been fighting for a decent break in the field of labor education through advocacy of a labor extension bill. We hope that at long last a bill can be passed in the next session.

Progress was made in housing and the AFL-backed bill was passed and became the Housing Act of 1949. In the next session we would like to see some attention paid to the middle income group.

There is much unfinished business in the general field. We need an aid to education bill, and improvement in Social Security, to name only two of many items which should receive early consideration.

Union Drivers Win State Honor

Wisconsin Fleet Safety Prize Goes to Nash Motors Truckers of Local No. 95, Kenosha



Kenosha News photo.

R. C. Salisbury, director of the Wisconsin safety division of the state vehicle department presents certificates for accident-free driving to union Teamsters. Left to right: William Bednar, Mr. Salisbury, Grover Ammernam, William Pinkert and Louis Spaay.

Union truck drivers won first place in the fleet safety contest for the year 1948 in Wisconsin, according to an award made in November by Wisconsin State Vehicle Department. The dinner was held at the Union Club at Kenosha, November 5.

The drivers are 78 members from Local Union No. 95, Kenosha, employed by the Nash Motors Division of the Nash-Kelvinator Corporation.

Plaque Presented

R. C. Salisbury, state safety director, presented a plaque to the corporation for its excellent fleet record. Nash trucks drove nearly 2,200,000 miles during the year with an average of 62,000 miles per accident reported. Only 36 accidents were reported, of which 25 were in the city of Milwaukee.

The 78 truckers bring carrier loads of car bodies from Milwaukee to the Kenosha plant. In addition to these drivers, 48 were given certificates from the state safety director for accident-free driving and 62 were given certificates from a national insurance company for the same achievement.

Fourteen of the Nash drivers have driven nine years without an accident, 15 for eight years, and five for seven years.

Drivers Named

Emile Robillard, secretary of Local Union No. 95 of the International Brotherhood of Teamsters, was a guest at the first place safety dinner.

The Nash drivers honored were: Grover Ammerman, Frank L. Ball, Martin Barosko, William Bednar, Arthur N. Boness, Charles Brehm, Frank Bonson, Frank Bruenning.

Also, Emil C. Brehm, William H. Cass, Lynne F. Clark, George Cluster, Delmar V. Covington, Melvin F. Cress, James R. Crook.

Clarence Deming, Steve Devan, Paul Ellsworth, Joseph Galdonik, Hilary Germsheid, Charles Gioga, Walter L. Guenther, Otto Haakkinen, Edward Hansen (Body Div.), Walter E. Harp, William D. Hay, Harold Jensen, Ernest A. Johnson, Harold Johnson, Otto Johnson.

Frederick Kalis, William Kamm, George W. Kearns, Harry Kearns, Raymond Kronsnoble, Oscar Krueger, Hugh McGovern, William J. Meredith, Joseph Metzler, Ollie E. Mielke, Clifford L. Miller, Jacob P. Minch, David Morin, Otto Mowrey, Harold Mueller, Emil Nelson, Samuel Nelson, Herbert Nikolai, Henry Norgaard, Vernon C. Olson, Jasper Parsons, Gustave Pflugrad, William Pinkert.

Others Listed

Alfred Pischke, Kenneth Quade, Fabian Richards, Eugene Robillard, Ernest R. Sampe, Stanley A. Sawicki, Howard A. Schultz, George Sielski, Elmer V. Smith, Harry Smith, Louis Spaay, Richard Spaay, Bernard Staudinger, John Staudinger, Henry Stukenberg, Michael Tomczak, Jerry J. Trojak, Alex Uttendorfer, Darrell Vandeveld, Thomas Vandeveld, Herbert Ward, Chester Wawiorka, Peter Wiercinski, Victor E. Zanio, and William Zietz.

Gas Turbine Cars, Trucks Predicted

Gas turbine powered trucks and passenger cars are just around the corner, believe some of our leading engineers. The gas turbine power unit for autos will be smaller and lighter than the present engines.

News reaches the United States, according to the Department of Commerce, of an auto propelled by a gas turbine engine in Czechoslovakia. This engine develops 60 to 80 horsepower and is designed to burn naphtha, coal gas, hydrogen, acetylene, butane or gasoline. In this country Boeing has a 200 horsepower unit weighing 150 pounds. The new turbine type engines have fewer moving parts than the reciprocating engines, but engineers still have many problems to overcome, among which is the excessive noise of the gas turbine.

Pittsburgh Plan Boosts Safety

Teamsters Join With Operators in Sponsoring Three Meetings in Pittsburgh Area; Union is Praised for Excellent Cooperation in Project

RECENTLY, in the city of Pittsburgh, a unique step was taken when the Joint Council of Teamsters No. 40 through its Safety Committee, under the leadership of Henry J. Rectenwald, business representative of Bakery Drivers Union Local No. 485, joined hands with management of the trucking industry and sponsored and conducted a series of three safety meetings known as the Labor-Management Safety Conference of 1949.

Evidence of the genuine interest developed by the Joint Committee was displayed when, at the first safety meeting held at Soldiers & Sailors Hall, Thursday, September 15, 1949, over 2,300 Teamsters attended, which was a decided improvement over last year, when approximately 1,000 Teamsters attended the first session.



Representatives of labor and management pack conference hall.

Cooperation Pays

It was established beyond a doubt this year that when labor and management sincerely get together on a worthy cause such as safety on the highway that an outstanding job can be done. Every company operating a fleet of trucks, whether it be bread, milk, taxis, laundry, local delivery or freight, participated wholeheartedly and cooperated with the Teamsters in Pittsburgh.

At each of the meetings, which were held in the evenings on three consecutive Thursdays, beginning September 15 through September 29, each of the principal speakers was surprised but happy to see such a large attendance. Mr. Sonheimer, of the American Trucking Associations, told the Teamsters that history was being made and that nowhere in the entire country did he ever witness such a huge display of interest in safety on the highway.

Mr. Blaisdell, of the National Executive Safety Council, remarked that during his five years traveling over the entire United States he never addressed a more attentive group of professional drivers.

Mr. Perry, representing Governor Duff of Pennsylvania, praised the Teamsters and the trucking industry for their fine efforts to save lives and property. Mayor David Lawrence of Pittsburgh was enthusiastically warm in his praise to the drivers who participated.

General Organizer Nicholas Morrisey of Boston was a principal speaker at the last of the series of meetings and extended to the Teamsters in attendance the fraternal greetings of our General President, Daniel J. Tobin, and complimented the Teamsters of Pittsburgh for their vast interest shown by their active participation in a matter of great importance and one which ever has been close to the heart of our General President. General Organizer Albert Dietrich of Pittsburgh introduced Brother Morrisey. Earl C. Bohr, secretary-treasurer of the Pa. Fed. of Labor and a former business agent of Local No. 249, was a speaker at one of the meetings. President J. P. McHale, Joint Council 40, was very cooperative.

Attendance Record

The Teamsters Joint Council awarded a loving cup to the Local Union showing the best attendance record. This cup was won by Bakery Drivers Local No. 485, who had an average attendance of 524 members per meeting. Milk Drivers Local No. 205 was second with an average of 450 per meeting. The three meetings showed a total attendance of over 5,000 Teamsters.

The Teamsters Committee, in addition to Chairman H. J. Rectenwald, was composed of Thomas



AT SAFETY CONFERENCE—Left to right: Lou Gizzi, president of Local No. 341; Rosey Rosewell, radio announcer; H. J. Rectenwald, chairman, Teamsters' Joint Council Safety Committee; K. P. Day, manager, Grennan Bakery and general chairman of the conference; Thomas Fagan, president of Local No. 249; Louis Schmidt, highway director; and two state policemen, Captain McCann and Major Hoffman.

Fagan, president, Local No. 249; Thomas Messina, trustee, Local No. 249; Lou Gizzi, president, Local No. 341; Harry Tevis, president, Local No. 205; William Miller, president, Local No. 609; Howard McGregor, president, Local No. 944; George Stedding, president, Local No. 128; William Bollhurst, business agent, Local No. 636; Daniel DeGregory, president, Local No. 926; James White, president, Local No. 273; James Matoney, Local No. 635.

Management Committee

The Management Committee was composed of Harry Cramer, Ward Baking Co.; Charles McCormick, Baur Bros. Bakery; James McCready, National Biscuit Co.; Geo. E. Drake, Drake Baking Co.; Harry Archer, Borden's Co.; Frank Salvatora, president, Lightning Express; Charles B. Wiley, president, Pittsburgh Storage & Transfer; Ray Hahn, Allegheny Asphalt; Joe Jackman, McCready Rodgers Co.; Warren Austraw, Kenny Transfer Co.; Milton Harris, president, Transcontinental Trucking Co.; William Sinnott, Yellow Cab Co.; Daniel Drew, Gimbel Bros.; William C. Blesch, industry labor relations consultant.

Support Splendid

Mr. K. P. Day, manager of Grennan's Pittsburgh plant of the Purity Bakeries, Inc., was the General Chairman of the Conference. Mr. Ross L. Leffler and Harry Brainard of the Western Pennsylvania Safety Council extended much support and cooperation to the Labor-Management Committee.

Brother Rectenwald, who is also a member of the Governor's Highway Safety Committee, plans to carry the safety program into the areas of the outlying Local Unions within the jurisdiction of Joint Council 40, and hopes eventually to acquire the active support of Teamsters throughout the entire state of Pennsylvania so that a state-wide continuous program for safety on the highway may be established through the mutual cooperation of labor and management.

Broad Welfare Gains Are Made

(Continued from page 19)

was included. Retention of the old method of calculating vacation pay of all guarantees were included.

President Tobin of the International Brotherhood of Teamsters expressed his great pleasure with the remarkable accomplishment of the negotiating committees, with whom he had been in constant touch during the entire period. He stated "to accomplish this result in good faith by collective bargaining and without a strike, is a tribute both to the representatives of our union and the representatives of the employers. It demonstrates that with the willingness to consider each other's welfare and the welfare of the nation, labor and management in this country can solve their problems on a fair and equitable basis without the intervention or interference of the Government."

Principal negotiators for the Central States Drivers were Michael J. Healy of Chicago, Chairman of the Conference; James R. Hoffa of Detroit, Chairman of the negotiating committee. They were assisted by International officers under direction of the General President.

Principal negotiators for the Southern Conference of Teamsters were Gale Murrin of Memphis, Chairman of the Southern Conference; M. W. Miller of Dallas and Charles Pendergast of Birmingham, International organizers.



Have a New Address?

If you do, your Local Secretary needs to know about it—as soon as possible. You will be helping your International by reporting the change — promptly!

Carriers Howl over ICC Report

Courageous Document Submitted by Examiner On 'Leasing Practices' Produces Shrieks Among Elements Grown Fat Under Present Rules

THE courageous Report made by the Examiner in the ICC proceedings involved the "leasing practices" of motor carriers has brought howls from those elements in the industry which have previously fattened on the type of iniquitous practices the Examiner proposed to outlaw.

The Examiner made his excellent Report on August 26, 1949, and all parties were given until November 1, to file written arguments against his Report and proposals. More than fifty parties, including the Union, have now filed their arguments.

The merits of the Examiner's Report is best proven by the types of arguments which have been brought against it. The motor carrier industry has become accustomed to expect no regulation from the ICC, and the gypsy trucking outfits are howling their outrage at the very thought that they may have to pay attention in the future to some reasonable safeguards and precaution in the public interest.

The American Trucking Associations' "argument' is one long bleat that the Examiner failed to pay enough attention to its view. This group thought it would be easy to pull the wool over the Examiner's eyes, but its evidence was torn to shreds at the hearing by counsel for the Teamsters Union, Senator Burton K. Wheeler and J. Albert Woll. ATA is still arguing for its set of "Rules" which would amount to applying a coat of whitewash to the present irresponsible practices of the gypsy outfits.

Many of the motor carriers have launched scurrilous attacks on the Union. United Transports, Inc., say that "whatever the original purpose of this investigation, it has simply deteriorated into a controversy between the Teamsters Union and the motor carriers—(The Examiners Report) is a partisan espousal of the aims and ends of the Union." Independent Movers' & Warehousemen's Association says the Examiner has proposed "laboristic rules and practices." The Transport Corporation foams at the mouth with reactionary, anti-union twaddle.

These efforts to make a whipping-boy out of the Union will not fool anyone. The Union, above all other parties, had no axe to grind in the proceedings. It has insisted on sound conditions in an industry where many thousands of its members make their livelihood. It exposed the gypsy trucking outfits for what they are.

The Commission catches many brickbats too. The same Transport Corporation that abuses the Union states its belief that what may be needed is a new Commission, not new regulations. The Examiner received thousands of harsh words. The Commission's staff is called incompetent, and the man who has been for years Director of the Bureau of Motor Carriers is called "inexperienced" in the motor carrier industry. The real concern is, however, because he knew too much about the motor carriers and not too little.

Many of the gypsy trucking outfits recognize that they have been soundly licked on the evidence in the proceeding. They no longer trouble to argue that the proposed Rules are unneeded or undesirable. They take the position that the Commission had no power to issue any rules, and threaten prolonged litigation.

The Union has not stooped to vilification of those who have not agreed with it in this proceeding. The Union performed a service in exposing the conditions that actually existed in the industry because of the operations of the unregulated gypsy outfits. The Union will continue to participate in the proceeding in an effort to enforce sound conditions, no matter how many howls may result.

AFL to Launch New Radio Series

Frank Edwards, one of the outstanding liberals on the air, has been engaged as commentator for the American Federation of Labor's new, nation-wide radio program which will be broadcast five nights a week over the Mutual network beginning January 2.

Edwards brings to the microphone a versatile radio news background of more than 24 years and a vivid personality which won him top popularity ratings in his latest assignment at Indianapolis. Although sponsored by a business concern there, his consistent espousal of liberal causes and his aggressive campaign against the Taft-Hartley Act won him a wide following among Midwest workers.

His broadcasts for the AFL will originate from Washington and will be aired over a network of 147 stations from 10 to 10:15 p. m., EST.

Edwards was chosen to serve as the AFL's news commentator after a series of auditions of many better known newscasters because of his effective radio style and his crusading spirit for progressive objectives. It is expected that he will soon become one of the most popular commentators on the air.

Bakery Conference Holds Meet

Five-Day Week, Health and Welfare Funds, Chain Store Delivery Among Subjects Discussed in St. Louis

The Teamsters National Bakery Conference was called to order November 7 in the Crystal Room of Hotel Jefferson, in St. Louis. President William A. Lee presided.

The president explained that the Policy Committee had met November 6 and drew up an agenda to cover the meeting. The principal subjects to be discussed were: Five-day week in the baking industry; health and welfare funds; chain store delivery; establishing of depots by our larger bakeries near our larger cities to get a cheaper delivery cost in the smaller towns which do not have bakery driver unions, but have only a general charter and as a rule have no bakery drivers organized.

The Conference put in two and one-half days discussing the various subjects confronting the bakery industry today and much good was derived by all. The election of officers was conducted November 8 and President William A. Lee was unanimously reelected. Our secretary-treasurer, John W. Bailey, who has been secretary-treasurer since the starting of our Conference some nine years ago, declined to run as he is retiring from his position as secretary - treasurer and business agent of Local No. 611 this year.

Brother Bailey is serving his thirty-sixth year as an officer of Local No. 611 and Local No. 50 of the Bakers and Confectioners before that Local affiliated with our International. He has purchased a home in Mission, Tex., where he expects to do a little fishing, hunting and taking a well-earned rest. The delegates wished for him the very best of everything. Brother Bailey was elected secretary-treasurer emeritus for life and invited to visit us at all future meetings.

Wendell J. Phillips of Local No. 484, San Francisco, was elected secretary-treasurer. The Policy Committee was appointed as follows: William A. Lee, president, Local No. 734, Chicago; Wendell J. Phillips, Local No. 484, San Francisco; J. B. McElhinney, Local No. 335, Kansas City; Joseph O'Hara, Local No. 289, Minneapolis; Jos. Clark, Local No. 550, New York; Charles A. Bolton, Local No. 276, Los Angeles; Oscar Johnson, Local No. 170, Worcester; George Frazier, Local No. 485, Pittsburgh; Marion Steele, Local No. 499, Portland; Leo Jerman, Local No. 52, Cleveland; J. D. McEwen, Local No. 227, Seattle; Robert Lester, Local No. 33, Washington.

Quite a few of the delegates were accompanied by their wives, and Local No. 611 did a good job, not only of entertaining the ladies, but the delegates as well. Sight-seeing trips were arranged for the ladies, and on Tuesday evening a dinner, floor show and dancing were enjoyed by all at the Jefferson Hotel.

President William A. Lee, in a very able manner, presented to our retiring secretary-treasurer, John W. Bailey, a scroll stating how much they appreciated the work he had done for the Conference. President Lee also presented him with an order for a television set with the best wishes of the delegates.

Tobin Testimonial Comments

The General Office has received numerous comments on the testimonial dinner accorded General President Daniel J. Tobin at Minneapolis during the AFL convention. The following letter, typical of the sentiments expressed by many, is from Martin A. Dillmon, editor of the *St. Louis Union Labor Advocate:*

"DEAR BROTHER TOBIN:

"I have just finished reading THE INTERNATIONAL TEAMSTER, which has an inspiring description of the testimonial banquet which was given in your honor during the AFL convention period at St. Paul.

"It would be difficult for me to suppress this impulse to drop you this belated note of felicitations, as I am so familiar with the story of how you took over a bunch of wreckage early in this century and built one of the greatest unions on the American continent.

"I will soon be a continuous member for 37 years and that membership has been a boon to my life. Born in a poor family and having to leave school when I finished third grade, I had to dig with pick and shovel for the rest of my education. My union membership has given me an education which I would not trade for a carload of college diplomas. Local meetings, delegate to Central Bodies, State Federation conventions, AFL conventions, our International Union conventions, etc., have been sources of constructive and enduring intellectual development—which started when I joined a great union. I have been a member of Local 751 27 years.

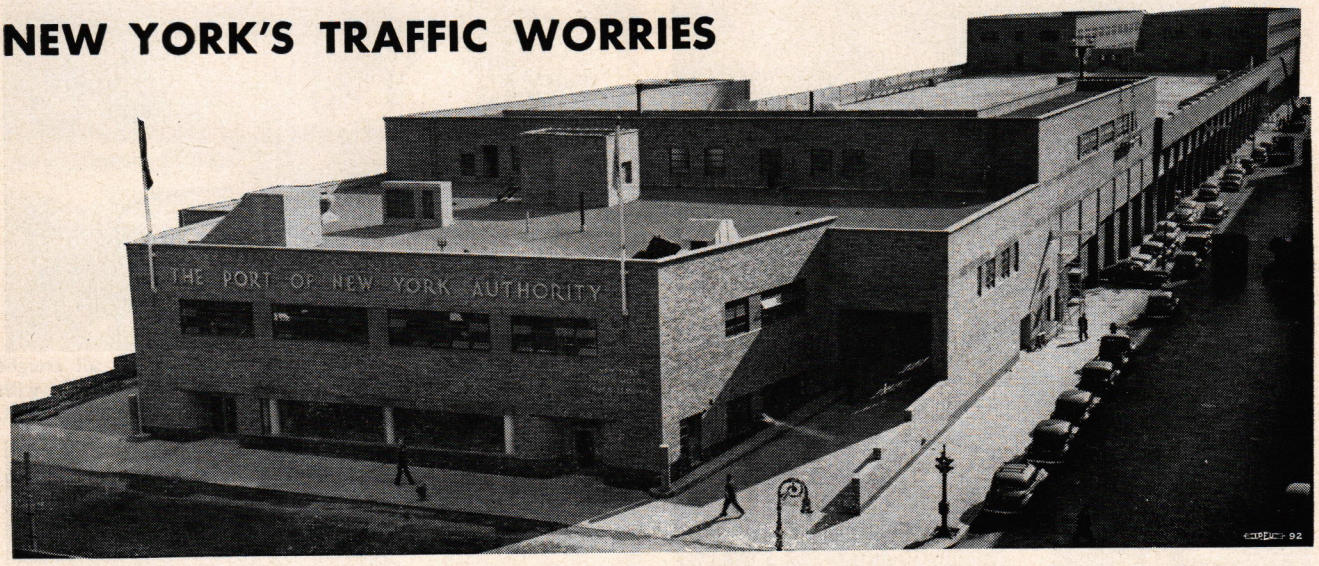
"I am sure my story could be repeated by thousands of other Brotherhood members who derived such priceless benefits, besides better wages, hours and job conditions.

"By following a policy of clean, honest unionism, you have won for our union the respect of decent employers, public officials and others. I was thrilled at the Washington, D. C., convention in 1940 to hear the late President Franklin D. Roosevelt (God bless his memory) call you by your first name.

"Well, I could write on and on in this vein, but will conclude this sincere note by praying that God will be good to you for the rest of your life and will be generous to you beyond the sunset."

Truck Terminal of Tomorrow

GIANT UNION TERMINAL EASES NEW YORK'S TRAFFIC WORRIES



THE new "post office" for over-the-road common carriers long planned to speed the flow of motor truck freight in New York City is now in operation.

The new terminal, which will set a standard for trucking loading and transfer facilities, was constructed by the Port of New York Authority as a service to the motor transport industry. The facilities were dedicated October 31 and went into service immediately. The Union Truck Terminal is located four blocks from the Holland Tunnel between West Houston and Spring and Washington and Greenwich Streets in lower Manhattan. The terminal, which occupies four city blocks, is the first of two giant truck terminals being constructed by the Port Authority. Teamsters are employed in all phases of freight handling at the Terminal.

Long Plagued by Traffic

The city of New York has long been plagued with traffic congestion in many sections and none worse than in the business districts of lower Manhattan. Large over-the-road carriers coming into town would have to fight their way through crowded streets to make deliveries ranging from full loads to parcel stops. The new terminal is aimed toward reducing the necessity for over-the-road trucks coming into the main business district by at least one-fourth, says the Port Authority.

Strategic Location

The Union Truck Terminal is truly a "post office" for trucks. Occupying four city blocks, it is located at a handy access point for truckers, only four blocks from the Holland Tunnel New York exit.

EDITOR'S NOTE

In the October 1948 issue of THE INTERNATIONAL TEAMSTER plans for the new Port of New York Authority Union Truck Terminal were described. The terminal has now been completed and is in operation. This article brings our members up to date on one of the most useful and significant developments in truck transportation and materials handling which has occurred in recent years.

First property for the terminal was acquired in August 1944, bonds were sold in 1945, and actual demolition of buildings for the construction began in January 1946.

The terminal is 1,000 feet long and 175 feet wide with a central freight platform 800 by 80 feet, designed to accommodate 144 trucks with a daily capacity of 2,000 tons of motor freight. All trucks while loading and unloading are parked entirely within the building line.

Truck berths are provided for 80 over-the-road units and 56 local trucks with eight berths reserved for future expansion. An overhead dispatch gallery runs the full length of the platform and a transverse 10-ton crane is located at the south end.

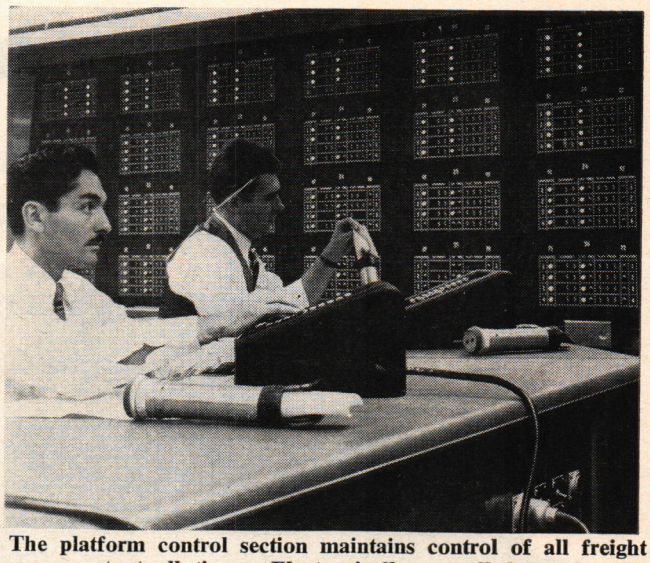
Vast Parking Space

Also running the full length of the platform is an overhead chain conveyor to which flat trucks may be engaged and disengaged for longitudinal movement of freight between the over-the-road and local pick up and delivery sides of the terminal.

A parking space on the roof of the building to accommodate 115 units is connected with West Hous-



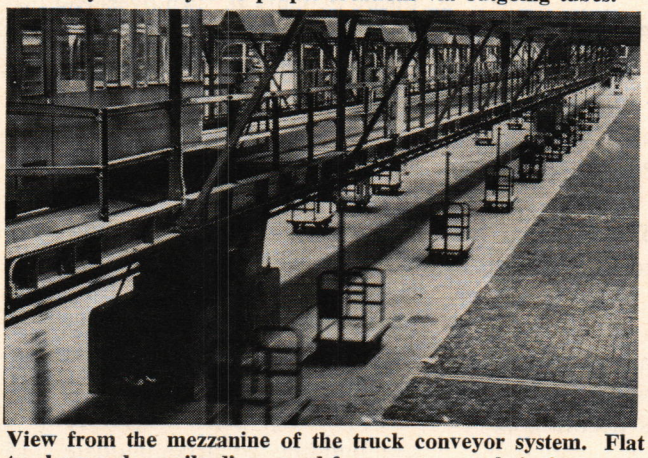
Dispatchers' room where operators quickly prepare outbound local truckloads in street address sequence and dispatch pickup and delivery trucks to their respective zones.



The platform control section maintains control of all freight movement at all times. Electronically-controlled panels with lighted code numbers reveal the movement of each shipment.



Incoming pneumatic tubes in the central tube station drop carriers containing shipping papers on conveyor belt in center. They are relayed to proper locations via outgoing tubes.



View from the mezzanine of the truck conveyor system. Flat trucks may be easily disengaged from conveyor chain for movement to and from truck bays.



An example of mid-town New York City street congestion. Such congestion slows movements and reduces trucking efficiency. New terminal is designed to ease traffic situation in New York.

ton Street by interior entrance and exit ramps. General office space for rental by truck tenants is provided at the south end of the building.

Numerous special devices and facilities are employed to speed the work of truck terminal operations. Some of these devices include a pneumatic tube connecting system; public address system; two - way intercommunicating system; recoopering shop; short - time storage space; in-bond section; and dangerous articles section. In addition to these the Union Truck Terminal has banking facilities, a telegraph office, doctor's quarters, locker rooms, shower rooms, conference rooms, rest rooms and truck drivers' call rooms. A maintenance and repair shop will be located across the street and will provide 24-hour service.

Freight handling will be a round-the-clock operation and the terminal will have a staff of 270 manning the various operations of the facility.

Over-the-road trucks arriving at the terminal are spotted at the tenant carrier's assigned berths. Manifests and billing covering inbound loads are then registered and routed for the required terminal movements of the merchandise. A copy of the manifest is returned to the truck berth and remaining papers forwarded to the platform control section, located on the mezzanine.

Unloading crews place shipments on flat trucks and advise the platform control section of this action by electronic signaling devices. The flat trucks are zone marked and attached to the overhead conveyor for movement to the opposite side of the platform and to the specific berth.

Shipments moving in local delivery service (designated LD) are disengaged from the conveyor line at the section assigned to pickup and delivery carriers and are there loaded for ultimate delivery.

Shipments moving in will call service (designated WC), export-hold (EH), and order-notify-hold (ONH) are moved from conveyors to storage rooms. Shipments moving in connecting carrier (CC) are taken from the conveyor line at the connecting carrier's berth, or if connecting carrier is to call to a storage room. Special shipments and dangerous articles and in-bond merchandise requiring special handling are taken from the conveyor at specified locations.

Control Section

An element in the terminal operations which indicates that trucking has come of age is the platform control section with its large display board which registers signals from any loading and unloading areas and the movement of each shipment. As these signals are received the platform control section processes the supporting papers and dispatches them by pneumatic tubes to various points in the terminal.

The platform control section, equipped with the most modern and complete communicating systems available, maintains a continuous inventory of all freight in the terminal and the disposition of any single shipment can easily be determined in a matter of minutes. Through the use of modern communication, high-speed accounting, billing and reproduction machines, paper handling has been reduced approximately 50 per cent without any sacrifice of control.

Attention has been devoted to local pick up and delivery problems in New York. To effect full economies in consolidation of truck shipments only one local pick up and delivery operator for any one zone is approved for each of six classes of service. The geographic area served by the terminal is divided into 36 New York and New Jersey zones. Sizes of zones vary according to the volume of business expected from each area. The pick up and delivery operator parks his local truck units in assigned berths so that units can be unloaded after 5 p. m. and loaded for delivery before 8 a. m.

Aid to Business

Savings in truck transportation is expected to attract greater volume of business through this form of freight hauling. Howard S. Cullman, chairman of the Port of New York Authority, in his dedicatory address pointed out the advantages to all those engaged in trucking which would result from lowered motor freight costs.

"Aside from its general benefits in traffic relief and lower trucking costs," said Mr. Cullman, "terminals of this type—and we are convinced that this is the prototype of metropolitan truck terminal operations throughout the country—will inevitably clear the way for faster and more efficient motor truck operations with all that that means for the security of those who now work in the field of motor truck transportation and increasing opportunities for employment in the future."

In addition to the New York and Newark truck terminals, the Port Authority has in work a bus terminal located one block from Times Square at Eighth Avenue and 41st Street. The bus terminal will accommodate 60,000 New Jersey bus commuters and bus travelers. Just as the Union Motor Truck Terminal is designed to relieve the city of the passage of hundreds of over-the-road trucks, the new bus terminal will relieve the city streets, particularly in the mid-town section, of the movement of some 2,500 intercity buses which enter and depart from Manhattan daily.

When You're on the Move . . .

Be sure to advise your Local Secretary of your change in address. . . help your union keep its mailing list in good order.



Western Meeting Progress Report

(Continued from page 11)

keep faith with leaders of labor who fight the communists. He pleaded for understanding of the problems of the working people and for progress toward a sane and sensible method of bringing labor and capital together around the conference table to settle their misunderstandings. He also urged the Rotarians not to look to anti-union laws, but to better understanding and cooperation, to settle industrial problems.

Trade Divisions Report

In the closing sessions of the conference the reports and recommendations of the trade divisions were given close attention by the delegates. It was noteworthy that all but one report was approved by unanimous vote, while that one was referred back to the Policy Committee.

The Policy Committee brought in the new constitution of the conference, prepared in compliance with the International constitution and approved by the General President and Executive Board. The constitution was adopted unanimously.

In the election of officers which followed this action, the following were chosen by unanimous vote: Frank W. Brewster, of Seattle, secretary-treasurer; Sam S. DeMoss, of Seattle, recording secretary; and Phil J. Brady, of Joint Council No. 37, Portland, Oreg.; J. J. Diviny, Joint Council No. 7, San Francisco; and Paul Jones, Joint Council No. 42, of Los Angeles, trustees. Dave Beck automatically becomes the chairman of the conference since the new constitution provides that this office shall be held by the International officer in charge of the 11 western states operations of the Teamsters.

The constitution also provides that the officers and trustees shall constitute the executive board, but Chairman Beck is empowered to appoint a representative Policy Committee of 20.

In its closing report, the Policy Committee recommended action to meet the dispute and problem existing in Oakland, Calif., and asked the appropriation of $25,000 to get the program moving. It also recommended that the Western Conference give its aid and recognition to the Sailors Union of the Pacific in the dispute which that AFL organization has with the dual organization on the Pacific Coast. These recommendations were adopted without a dissenting vote.

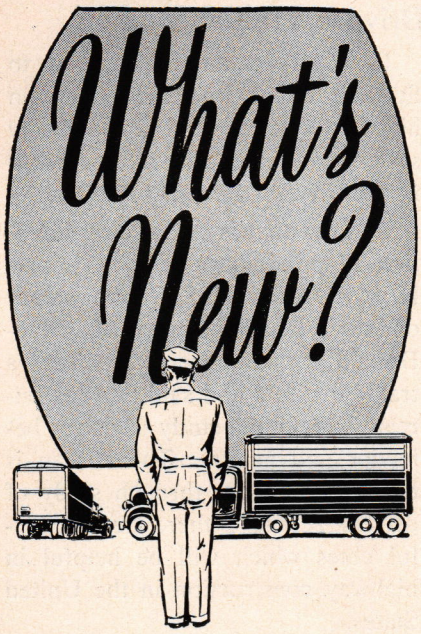
Thus a detailed pattern of organization work, touching every phase of Teamster jurisdiction, was adopted for the next year, and the personnel of the trade divisions, and their directors, were authorized to proceed along set pathways to further the work of completion of the Teamster organization, the purpose being to bring into the Teamsters every man and woman working on a job within the Teamster jurisdiction in the 11 Western States.

Vice President Beck closed the conference with the statement that it had been, beyond question, the most successful and the most important since the first group was called together 12 years ago. He urged the delegates, all of whom represent Teamster Locals and Joint Councils in the Western States, to return to their homes and carry out the plans adopted. He predicted that when the 14th Conference meets, greater organization progress will have been made and the Teamsters International Union will have come closer to its goal.

Win Gold Pins for Safe Driving



Gold pins emblematic of ten years of safe driving without an accident were recently awarded seven members of Local Union No. 175 of Charleston, W. Va., by Bell Lines. Shown in this photograph taken at the dinner are (left to right—seated) D. D. Maher, 12 years driving; W. C. Hoard, 11 years; and C. U. Painter, 14 years. (Standing) Earl Walters, 12 years; John Freeman, 10 years; Ross Lanham, 11 years. The drivers shown in this photograph represent 81 years of truck driving without an accident. Total mileage registered for the group is more than six and a half million. Others honored at the dinner by Bell Lines include W. W. Anderson, eight years without an accident; Deward Carpenter, seven years; William Lane and C. W. White, six years; W. P. Porterfield, four years; and Cyril Carter and O. G. Keister, two years. Drivers who won one-year safe driving pins included A. M. Barnett, O. O. Barton, Edward Gallup, Frank McMicen, Harvey Phipps, Clarence Russell, MacDonald Smith, Charles Stewart, and Sylvester Wells.



Power Sander Aid to Winter Road Safety

Truckers on the lookout for new road safety devices may be interested in a new powdered ice sander recently announced by a Minnesota manufacturer.

The sander uses an electrically operated blower which spreads an even coating of sand, thereby making take-offs for trucks much easier on icy roads.

The operation of the sander is said to force sand under the tires, enabling the wheels to get a good grip on the road surface. By providing the road grip the driver can prevent delays and stalling in traffic or on otherwise over-iced roads. The sand supply is controlled by a push-button switch.

★

Flight Technique Is Adapted to Auto Plug

An airplane technique in sparkplug manufacturing has been adapted for truck use, according to a report from a Pennsylvania firm.

The new plug features a stainless steel shell and alumina insulator. Greater torque strength and high resistance to freezing in the cylinder block head is said to result from the use of the new plug.

The stainless steel shell is commonly used in aircraft work and this plug is reported as the first to be adapted for motor vehicle use.

★

New Road Flare Is Aid to Highway Safety

Reliable road flares are essential to any trucker's equipment. A new flare has recently been announced that promises some advance over the older types already in use.

The new flare has seamless construction which is said to prevent leaks. An updraft burner arrangement is said to resist extinguishment even in 40 miles per hour winds.

Another feature is the attached flagholder for daylight use of the road signal. The case can be mounted either vertically or horizontally.

★

New Cargo Heater Helps Keep Down Fire Hazard

One way to minimize fire hazards in over-the-road trucking is through proper heating units. A new type cargo heater has been announced by a Minnesota firm. This unit burns bottled gas and has a range in temperature of from 30 to 60 degrees.

The manufacturer says that cargo can be stacked to a point within 4 inches of the unit. The 110-pound heater is built of steel and aluminum and is said to give an even circulation with cheaper operating costs than a charcoal stove.

★

More Volume of Water, Air Given by Washer

Greater volume of air and water is provided in a new washer through redesign in air orifice and venturi tubes. The pressure washer is for use in cleaning motors, transmissions, chassis and many other automotive parts.

The air and water mixture can be controlled precisely. Through various adjustments, heavy dirt and grease is removed during cleaning, the manufacturer maintains.

★

New Locking Lever Helps Load Tie

A Connecticut firm announces a locking jam lever for half-inch rope making unnecessary ties in securing equipment. Aluminum support brackets shaped to fit contour of vehicle roof and backed with rubber pad have a hand grip for loading.

★

Multi-Purpose Tool Provides Handy Help

What is described as a five-in-one tool has been recently put on the market in the form of a tire carrier. This unusual tool is a quick-change carrier and carries a spare tire. It also forms a hefty rear bumper, non-skid safety step, and can be a trailer coupler.

The tool is said to fit all popular makes of trucks and is made to order for tires larger than 12:00 x 24.

★

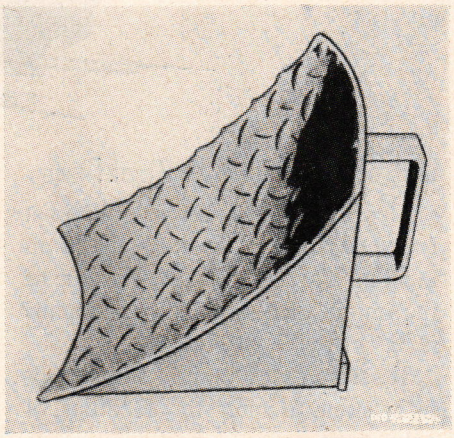
New Windshield Safety Device Now Ready

De-icing equipment is standard for airlines use these days and no operator would think of scheduling winter flights without such equipment. Clear windshields is a constant problem in winter weather for truck drivers.

A new type of windshield cleaner is a de-icer which carries a special solution for de-icing. The new device is said to prevent the formation of ice, snow, sleet or frost on the glass making visibility zero.

★

All-welded Chock Said Guard Against Up-ending



A new all-welded chock is said to hold trailers against loading docks and prevent up-ending between docks and trailers.

The item weighs six and one-half pounds and is eight inches high. A non-slip safety feature is provided in a tread plate radius and rear shoe extension. The makers say edges will not peel or chew away.

★

Directional Signal Unit Is Introduced

A new truck directional signal features two lamps with red lenses for the rear, two lamps with amber lenses for the front, a positive finger tip control switch unit, flasher and all equipment necessary for complete installation.

The attachment is made of bonderized steel and is finished in black baked enamel. A silver-plated reflector is sealed against moisture and soot.

★

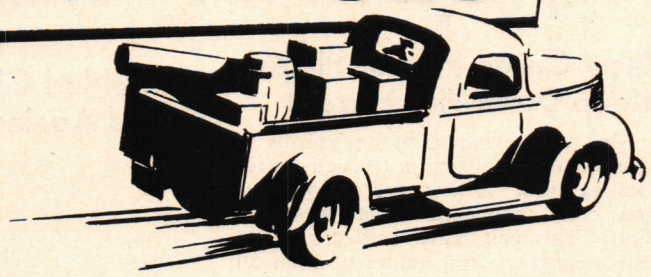
New Jacks Have Better Screw Action

New governor-controlled jacks having a 25-ton capacity also have an improved screw action with a positive stop at the base. This feature prevents over-extension of the jack at any time.

The jack is kept from twisting from under loads by a bronze key. Each stroke of the raise is firmly held by a triple pawl clutch, and the governor controls lowering speeds, according to the manufacturer.

The new jacks are available in heights ranging from 26 inches to 36 inches and with raises from 13½ inches to 23½ inches.

SHORT HAULS



Label Oversight Backfires

Cedric Adams, famous columnist for the *Minneapolis Star*, tells of an incident which points up the value of the union label and the high regard it has in the Twin Cities.

It seems that a club in Minneapolis wanted to offer the facilities of a banquet room it had for groups and private dinner parties. He sent out a mailing piece to 75 leading union secretaries in Minneapolis and St. Paul. Hardly had the mailing gone out when the proprietor had letters back from nearly all the 75.

Thinking this was excellent response, he beamed in anticipation—until he read the letters. Everyone of the unions had refused to read the letter. The clue was found in a written notation across the face of one returned mailing piece: "How come you do not use union printers?"

That did it. The printer had neglected to put the I.T.U. "bug" on the advertising indicating the work had been union made. The club man sent out a second mailing with due apologies and explanations.

●

Tell of All-time Teaming

Several months ago — in May, 1949, to be exact—THE INTERNATIONAL TEAMSTER published in its highway series an article on The Pony Express Trail.

The Pony Express, as was pointed out, was a short-lived, but colorful episode in transportation to the West. The Pony Express captured the imagination of the public nearly a century ago and rode right into the history books of the nation.

The firm Russell, Majors & Waddell were operators of this express line and big time bull whackers they were. This outfit at one time employed 1,700 men at least, 7,500 oxen and some 500 wagons. This firm of old-time teamsters played an important role in transportation before the firm collapsed and the officials were disgraced. The story of this unusual outfit has been put into an interesting book called "Empire on Wheels," by Raymond Settle and Mary Lind Settle. If anyone wants to know something about teamsters of the old days, they can find it in this book.

●

Accident Repeaters

Accident repeaters and chronic traffic violators are a growing problem, believes Dr. Herbert J. Stack, director of the Center for Safety Education at New York University. Emotional upsets are adding to the toll, he says.

Dr. Stack reports that "studies have shown that a tiff at home or an ill-digested breakfast can cause a mental condition that is conducive to a highway mishap. The situation induced by some petty trifle throws the driver's judgment out of balance and the acumen required to meet a sudden crisis is lacking. Furthermore, he will take chances on the road. . . ."

Drivers' Habits Studied

If drivers cannot be trained to fit their habits into the American highway system, then the highway system will have to be redesigned to fit the drivers' general behavior.

At least that is the general direction of possibilities which Thomas H. MacDonald, U. S. Commissioner of Public Roads believes. Mr. MacDonald spoke recently before a traffic institute and said that his bureau is making a study of driver behavior and habits. The bureau is trying to find out through study of drivers' actions if there are any useful clues which will be helpful in highway construction in the United States.

●

Green Leads in Car Colors

Did you know that the economic state of the country influences the color of automobiles sold in the United States?

When times are good, buyers like bright colors, but when the outlook is black, buyers tend toward more somber hues for their vehicles.

Black used to be the big color leader and now accounts for only one out of five new cars. Green shades lead with 25 per cent of the new cars with grey and blue shades following closely. Maroon which used to be in second place, has taken a drop in popularity.

Safety experts recommend light colors which are more easily seen at night.

●

5,500 Auto Patents in '49

More than 5,500 patents on automotive equipment will be granted by the end of this year, present estimates at the U. S. Patent Office indicate.

One out of every six patents issued goes to the automotive field. And of these 85 per cent are granted to individual inventors and small firms with the remainder going to vehicle manufacturers and large parts manufacturers.

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WAREHOUSEMEN AND HELPERS OF AMERICA

Affiliated with A.F. of L.

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